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A
TREATISE
ON
CARRIAGES.

IN TWO VOLUMES.

VOLUME II.

Entered at Stationer's-Hall.

A

TREATISE

ON

CARRIAGES;

COMPREHENDING

Coaches, Chariots, Phætons, Curricles, Gigs, Whiskies, &c.

TOGETHER WITH THEIR PROPER

HARNESS.

IN WHICH

THE FAIR PRICES OF EVERY ARTICLE
ARE ACCURATELY STATED.

ILLUSTRATED WITH

NEAR SIXTY COPPER-PLATES.

VOL. II.

BY

WILLIAM FELTON, COACH-MAKER,
No. 36,
LEATHER-LANE, HOLBORN.

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Printed by J. Cundee, Ivy-Lane,
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1801.

it may be obſerved, that, in a manufactory, where the articles are numerous, tradeſmen will vary ſomething in their charges, according to their ſeveral ideas of the profit; but it has been the author's ſtudy, uniformly, to make his calcultions and ſtatements with an accuracy and fairneſs, that may render the whole a juſt ſtandard, as well on the part of the purchaſer as the tradeſman; and ſuch as he ever intends to abide by, for work executed in the beſt manner, as alſo do many others of the trade; it may therefore be preſumed, whoever objects to them as unfair, have only their views to miſlead and impoſe on their employers.

As a proof of the utility, and as a further recommendation of this work, it has been honoured with the encomiums and approbation of ſome of the moſt independent and ingenious part of the trade, and, in ſeveral inſtances, it has been introduced as a ſucceſsful

ful arbitrator, under contending circumſtances; having thus far ſucceeded, and diſcharged his duty to the public, and that with ſtrict juſtice to the trade,

He remains, with grateful reſpect,

Their moſt obedient ſervant,

W. FELTON.

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INTRODUCTION.

THE former volume explains the method of building the various kinds of carriages in general uſe, and deſcribes alſo the different component parts, in their ſeparate ſtates, and the various purpoſes to which they are applied :—their ſeveral prices are alſo ſtated according to the different manners in which they are finiſhed, ſo that any of them may eaſily be ſelected, and added to either old or new carriages, agreeable to the fancy of the proprietor, and the prices thereby eaſily known.

In order to render the information of the price for carriages more correct, the ſeveral parts which are neceſſary, and which conſtitute the plain-finiſhed carriage of each ſort, will be ſelected, and the prices to each article ſtated, which, when added, the ſum total thereof will be the firſt charge for each carriage of the kind; and whatever more is required to be added, or whatever materials are greater in expence than thoſe mentioned in the tables of the firſt coſts, they will be ſtated in ſeparate tables, under the title of extras; ſo that, by obſerving this rule, the price of every carriage, however finiſhed, may be readily obtained. As the repreſentation of finiſhed carriages will convey a better idea of their ſeveral properties, two of each ſort will be repreſented, the one finiſhed in a plain, but modern, ſtyle; the other to the extreme of faſhion, with the prices for each, ſtated agreeable to the above rule, the value of theſe two being given, thoſe of the intermediate pattern will be regulated by the different degrees of ornament the proprietor's fancy may lead him to.

It has been an uniform practice throughout the trade, to make a firſt charge, and alſo to add ſeveral things as extras, which they conceive are not compriſed in the meaning thereof; and it is not uncommon to find the amount for extras exceed the firſt price. Many adhere to their old rule, making the ſame firſt charge now as they did 30 or 40 years ſince, adding thereto, as extras, all the improvements which, ſince that time, have been made, which confounds the bill, even for a plain carriage, with ſuch numbers of charges as would lead a perſon to ſuſpect them as impoſitions. The moſt explicit method would be, to abide by one general rule, ſtating to what extent the firſt coſt is made up to, and then add the ſeveral additions as extras, the ſame as here obſerved.

The harneſs neceſſary to be uſed with carriages is treated on in this volume and the ſupplement only; in this a minute deſcription of every part of a harneſs is given, deſcribing what parts are neceſſary for uſe, and what for ornament only: alſo the particular kind of harneſs to be uſed for each particular purpoſe, the prices of each harneſs finiſhed to the extent of what is alone neceſſary, are ſtated in ſeparate tables as a firſt coſt, and thoſe parts, which are neceſſary for ornament, are made extras of, agreeable to the ſame rule obſerved in the ſtatement of finiſhed carriages, whereby the price of any harneſs, however much or little ornamented, may be aſcertained with accuracy. The prices for the ſeparate parts of a harneſs, except thoſe which are compriſed under the title of ornaments, are ſtated in the ſupplement, being conſidered as under the deſcription of repairs.

TABLES OF PRICES

FOR

PLAIN CARRIAGES,

FINISHED IN THE MODERN STYLE.

CHAP. I.

SECT. 1.

DESCRIPTION OF THE EXTENT TO WHICH A COACH, A LANDAU, A POST-CHAISE, AND DEMI-LANDAU ARE FINISHED,

TO REGULATE THE FIRST COST OF EACH BY.

THE Bodies are to be conſidered as plain, lined with ſecond cloth, and trimmed with a two-inch lace, and two and a half ditto for the holders, pleated ſeat-falls, double folding-ſteps, inſide ſeat-boxes, the bottoms carpeted, plate glaſſes, the frames covered with cloth, mahogany ſhutters, octagon back-lights, plated door-handles, but no plated mouldings or frames.

The Carriages plain, with S-formed ſprings, common axletrees and pipe-boxes, the wheels of the common height, twelve and fourteen ſpokes, ſtraked tyre, main check and collar-braces, with Engliſh pole-pieces, the main and check-braces with plated buckles. The body and carriage painted any plain colour, without picking out, or ornaments, the body varniſhed and japanned.

Neither boots, coach-boxes, raiſed hind or fore ends, are included in the firſt coſt; for, being of various patterns, their different prices are ſtated in the tables of extras.

PRICE OR FIRST COST OF A COACH, LANDAU, POST-CHAISE, AND D.-LANDAU.

[The prices of the ſeparate articles of which a carriage is compoſed, are here collected from the ſtatements in the firſt Volume, to which all other charges are to be added, and conſtitute the firſt charge.]

Vol. I. Page		Coach. £.	s.	d.	Landau. £.	s.	d.	Poſt-Chaiſe. £.	s.	d.	D.-Landau. £.	s.	d.
35.	Bodies	30	0	0	46	0	0	25	0	0	40	0	0
67.	Carriages	24	15	0	24	15	0	22	5	0	22	5	0
114.	Wheels	7	10	0	7	10	0	6	16	6	6	16	6
151.	Linings	15	10	0	17	1	6	12	0	0	13	1	0
152.	Glaſſes and frames	6	10	0	6	10	0	6	15	0	6	15	0
163.	Glaſs rollers	0	10	6	0	10	6	0	10	6	0	10	6
152.	Shutters	1	15	0	1	15	0	1	15	0	1	15	0
	Carpet	0	10	6	0	10	6	0	10	6	0	10	6
	Sliding ſeat-boxes	1	10	0	1	10	0	1	10	0	1	10	0
190.	Steps	3	0	0	3	0	0	3	0	0	3	0	0
200.	Painting, japanning, and varniſhing body & carriage	7	12	0	5	2	6	6	12	0	4	12	0
214.	Main braces	4	4	0	4	4	0	3	13	6	3	13	6
	Check braces	0	10	0	0	10	0	0	10	0	0	10	0
	Collar braces	0	12	0	0	12	0	0	12	0	0	12	0
	Pole pieces	1	0	0	1	0	0	0	18	0	0	18	0
	Sum total for plain perch carriages	105	9	0	120	11	0	93	1	6	107	2	6
67.	Addition for crane inſtead of perch carriage	16	5	0	16	5	0	14	13	0	14	13	0
	Sum total for crane-neck carriages	121	14	0	136	16	0	107	14	6	121	15	6

SECT. 2.

PHAETONS.

THE various patterns and ſizes of phaetons, make it more difficult to aſcertain a regular ſtandard of prices for them than for other carriages; but to proportion them to three ſizes, all one way finiſhed, and omitting thoſe things which make the variety, a tolerable perfect ſtatement may be made.

DESCRIPTION OF THE EXTENT TO WHICH PHAETONS, OF A LARGE, MIDDLE, AND SMALL SIZE, ARE FINISHED, TO REGULATE THE FIRST COST OF EACH BY.

THE Bodies plain, lined with a ſecond cloth, and trimmed with a two-inch broad lace, a carpet and ſeat-box. The heads, wings, and knee-boots are omitted.

The Carriages are perch, with ſtraked wheels, having twelve and fourteen ſpokes for the large, ten and twelve for the middle, eight and ten for the ſmall phaeton; common axletrees and boxes, long tail ſprings behind, ſingle elbow ſprings before, main braces only behind, five feet long, and two inches and a half wide for large; four feet long, and two inches and a quarter wide for middle; three feet and a half long, and two inches wide for ſmall; a pair of check-braces, pole, and pole-pieces, or ſhafts for one horſe.—The painting of any colour, and plain varniſhed; neither blocks, boots, nor budgets are included.

[The prices collected as in the former table.]

Vol. I. Page		Large. £.	s.	d.	Middle. £.	s.	d.	Small. £.	s.	d.
35.	Bodies plain -	8	10	0	7	0	0	6	10	0
67.	Carriages -	20	0	0	18	0	0	16	4	0
114.	Wheels ſtraked -	6	12	0	5	11	0	4	10	0
151.	Linings -	4	14	6	4	14	6	4	14	6
152.	Carpet or oil-cloth	0	7	6	0	7	6	0	7	6
	Seat-box -	0	15	0	0	15	0	0	15	0
200.	Painting and varniſhing -	3	15	0	2	19	6	1	19	6
214.	Main braces -	2	0	0	1	15	0	1	2	0
	Check ditto -	0	7	6	0	7	6	0	7	6
	Pole-pieces -	0	18	0	0	18	0	0	18	0
	Total for perch phaetons	47	19	6	42	8	0	37	8	0
67.	Cranes in addition	13	10	0	11	18	0	10	14	0
	Total for crane-neck phaetons - -	61	9	6	54	6	0	48	2	0

* * *

SECT. 3.

TWO-WHEELED CARRIAGES.

THOSE, like the phaetons, are finiſhed in various fanciful ways, and can only be regulated in their prices by reducing each deſcription of them to a plain ſimple rule, omitting thoſe things, however neceſſary, which differ in their patterns, to be valued by themſelves, and added as fancy may direct the choice in finiſhing.

DESCRIPTION OF THE EXTENT TO WHICH CURRICLES, GIGS, AND WHISKIES, ARE FINISHED, TO REGULATE THE FIRST COST OF EACH BY.

THE Bodies plain, lined with ſecond cloth, and trimmed with a two-inch broad lace, carpet and ſeat-box to the curricle and gig, and carpet only to the whiſkies.

The curricle carriage, plain, with ſtraked wheels, fourteen ſpokes, whip-ſprings behind, French-horn ſprings before, long main-braces to go round the hind ſprings, ſeven feet long, two inches wide, with jacks; ſhort braces, with a lug-plate in front; common axletrees and boxes.

The gig carriage plain, with ſtraked wheels, twelve ſpokes; whip-ſprings behind, main-braces, with buckles, four feet long, two inches and a quarter wide; ſmall ſingle elbow-ſprings in front, with loops to the body; common axletrees and boxes.

The whiſkey carriage, plain, with ſtraked wheels, ten ſpokes, graſshopper ſprings, with loops; common axletrees and boxes.

The draught of each of the carriages to be taken from a ſplinter-bar.

Heads, wings, and knee-boots are omitted in all.

PRICE OF TWO-WHEELED CARRIAGES.

[Collected as before.]

Vol. I. Page		Curricle.			Gig.			Whiſkies. Pannels.			Whiſkies. Cane.		
		£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
35.	Bodies	7	0	0	7	0	0	5	5	0	5	5	0
67.	Carriages	15	0	0	11	11	0	9	0	0	9	0	0
114.	Wheels, ſtraked	3	10	0	3	2	0	2	11	0	2	11	0
151.	Linings	4	14	6	4	14	6	4	14	6	3	10	0
152.	Carpet or oil-cloth	0	7	6	0	7	6	0	7	6	0	7	6
	Seat-box	0	15	0	0	15	0	—	—		—	—	
200.	Painting and varniſhing	3	2	6	3	2	6	2	11	0	1	19	0
214.	Pair of main-braces	1	8	0	1	2	0	—	—		—	—	
	Pair of pole-pieces	0	18	0	—	—		—	—		—	—	
80.	Pair of jacks for main-braces	0	15	0	—	—		—	—		—	—	
	Total	37	10	6	31	14	6	24	9	0	22	12	6
67.	The curricle made gig, the gig and whiſkey made curricle	2	3	0	4	9	0	4	0	0	4	0	0
	Total for curricle, gig, or whiſkey	39	13	6	36	3	6	28	9	0	26	12	6

The ſums total for the ſeveral carriages, finiſhed to the extent deſcribed, are here collected, whereby ready information is obtained of the firſt coſt of each. Whatever ornaments or conveniencies it may be thought proper to add for completing them, according to any pattern, the prices of them will be found ſtated in the following tables of extras:

SUMS TOTAL, OR FIRST CHARGE, FOR EACH CARRIAGE.

		Perch.			Crane neck.		
		£.	s.	d	£.	s.	d.
Coaches, &c.	Coach	105	9	0	121	14	0
	Landau	120	11	0	136	16	0
	Poſt-Chaiſe	93	1	6	107	14	6
	Demi-Landau	107	2	6	121	15	6
Phaetons	Large	47	19	6	61	9	6
	Middle	42	8	0	54	6	6
	Small	37	8	0	48	2	0
		For one horſe as gig and curricle.			For twohorſes as curricle.		
Two-wheeled carriages	Curricle	39	13	6	37	10	6
	Gig	31	14	6	36	3	6
	Whiſkey, pannelled	24	9	0	28	9	0
	Ditto, caned	22	12	6	26	12	6

CHAP. II.

ON EXTRAS.

THE ſums total may be conſidered as a rule to proceed upon for the firſt charge of the different kinds of carriages now generally in uſe, and, by adding the amount of other conveniencies, with the increaſed difference of thoſe articles which are finiſhed in a ſuperior manner from thoſe already ſtated, a perfect knowledge of the value of carriages, every way completed, is eaſy to be obtained; to do which, without the trouble of referring to the former work, ſeparate tables, containing the prices of the various articles which are to be added, and the difference of thoſe, which are ſuperior to what have already been given, are ſtated in regular order agreeable to the plan of the former work; ſo that by adding the ſeveral Extras, which are hereafter mentioned to the Sum Total, the value of all carriages, however finiſhed, may be eaſily known.

SECT. 1.

TABLES OF PRICES FOR EXTRAS,

WHICH ARE TO BE ADDED TO THE SUMS TOTAL, OR FIRST COST, OF EACH SORT OF CARRIAGE.

FOR BODIES.

FROM PAGE 35, 36, 37, AND 38, VOL. I.

	Coach.			P. Chaiſe orChariot			Landau.			Demi-Landau.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d
Door-lights contracted on the ſides	—		—	2	0	0	—		—	—		—
Round ſides	2	0	0	1	0	0	2	0	0	1	0	0
Sword-caſe, or boodge	2	10	0	2	10	0	2	10	0	2	10	0
Side-lights for glaſſes and ſhutters	7	0	0	3	10	0	—		—	—		—
A large back-light for ditto	2	0	0	2	0	0	—		—	—		—
A ditto divided for ditto	2	15	0	2	15	0	—		—	—		—

	Phaetons or Chaiſe Bodies.		
Real doors, to open on the ſides, to gig, whiſkey, phaeton, or curricle	2	0	0
Sham ditto, to imitate doors	0	15	0
A ſword-caſe, or boodge	1	10	0
A drop ſeat-box fixed on the ſeat-rails	0	7	6

SECT. 2.

EXTRAS TO CARRIAGES.

FROM PAGE 67, VOL. I.

	Coach or Landau.			Chariot, PoſtChariot, or D. Landau.			Phaetons. Large.			Middle.			Small.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
A bent or compaſs-perch —	1	1	0	1	1	0	1	1	0	0	18	0	0	16	0
The ſides of the compaſs or ſtraight perch plated with iron —	3	3	0	2	15	0	2	10	0	2	2	0	1	16	0
A whole wheel front to the perch carriage -	2	10	0	2	5	0	2	0	0	1	15	0	1	10	0
A half ditto to ditto -	1	5	0	1	3	0	1	0	0	0	8	0	0	15	0
Double bows to the cranes of a crane-neck carriage —	3	3	0	2	15	0	2	10	0	2	2	0	1	16	0

SECT. 3.

EXTRAS TO SPRINGS.

FROM PAGE 79 AND 80, VOL. I.

THE ſprings, which are included in the original price of carriages, are, for the Coach and Chariot, the S-formed ſpring all round; for the Curricle, the large whip; and for the Gig and Phaeton, the ſmall L ſlap hind ſprings, with French-horn or ſingle elbow fore ſprings and loops; for the Whiſkey, the double elbow or graſshopper ſpring; the following prices to be added, if any of the other patterns are uſed.

	Coach or Landau.			Chariot, Poſt-Chaiſe, or Demi-Landau.		
	£.	s.	d.	£.	s.	d.
A ſet of double ſprings to carry body and boot — —	5	4	0	4	8	0
A ſet of large ſcroll ſprings for heavy travelling carriages —	4	16	0	3	4	0
A ſet of ſpring body loops inſtead of iron ones, as included with the body	2	5	0	2	0	0
A ſet of ſpiral or worm ſprings —	2	10	0	2	10	0
	Large Phaeton.			Small Phaeton or Chaiſe.		
A pair of ſpring jacks — —	0	18	0	0	15	0
A pair of worm ſprings —	1	5	0	1	4	0

SECT. 4.

EXTRAS FOR THE PATENT AXLETREES.

FROM PAGE 93, VOL. I.

	Coach, &c.			Chariots, &c.			Phaeton, large, middle and ſmall.			Gig and Whiſkey, or Curricle.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Patent anti-attrition	15	14	0	15	5	0	14	19	6	7	7	0
Patent cylinder –	22	10	0	21	10	0	22	4	6	10	12	0
New pattern ditto -	17	14	0	17	15	0	17	13	0	8	10	0
New patent axletrees, with double box -	21	4	0	21	15	0	20	3	0	9	4	0

SECT. 5.

Common-ſized Wheels are uſed for the Coach, the Chariot, and large Phaeton, but light Wheels for the middle and ſmall-ſized Phaetons, Gigs, Whiſkies, and Curricles.

EXTRAS TO WHEELS.

FROM PAGE 114, VOL. I.

	Coach and Chariot.			Phaetons.									Two-Wheeled Carriages.								
				Large.			Middle.			Small.			Curricle.			Gig.			Whiſkey.		
Number of ſpokes.	12 and 14.			12 and 14.			10 and 12.			8 and 10.											
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d	£.	s.	d.	£.	s.	d.
Hooped tyre	1	0	0	1	0	0	1	5	0	1	5	0	0	14	0	0	12	0	0	10	0
Patent ditto	3	0	0	3	0	0	3	5	0	2	10	0	1	14	0	1	12	0	1	10	0
Moulded fellies	0	19	0	0	19	0	0	17	0	0	15	0	0	10	0	0	9	0	0	8	0

Very heavy wheels for a travelling Coach or Chariot, £.1 10s. each ſet.

SECT. 6.

BOOTS AND BUDGETS.

FROM PAGE 119, VOL. I.

	Coach, Chariot, and large Phaeton			Middle-ſized Phaeton.			Small ditto, or Curricle, Gig, &c.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A platform, or luggage-boot — —	8	0	0	6	0	0	4	0	0
A trunk-boot —	5	0	0	3	10	0	2	10	0
A framed boot, for an iron coach-box —	6	0	0	4	6	0	3	3	0
A ditto, with a concealed coach-box —	10	0	0	9	0	0	—		—

SECT. 7.

PLATFORMS, or raiſed hind and fore ends, and blocks, for Coach and Chariot.

FROM PAGE 124, VOL. I.

	Plain.			Middling, or neat.			Much ornamented.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A pair of pump, plow, or guard-handles, and foot-board — —	2	0	0	3	0	0	4	0	0
Ditto ſhort blocks and foot-board for poſt-chaiſe or hind ſtandards —	1	10	0	2	5	0	3	0	0
Raiſed fore ends, or budget blocks — —	1	10	0	2	10	0	3	10	0
CUSHIONS.	Plain.			With a plated top frame.			Plated top and bottom frame.		
A footman's cuſhion —	2	2	0	2	18	0	3	16	0
A ditto with carved hind ſtandard — —	6	0	0	6	18	0	7	18	0

SECT. 8.

BLOCKS FOR PHAETONS, CURRICLES, OR GIGS.

FROM PAGE 124, VOL. I.

	Large.			Middle.			Small.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Hind ſpring blocks	4	4	0	5	3	0	2	2	0
Fore ſpring blocks	1	0	0	0	15	0	0	10	0
Hind platforms, raiſed with blocks	1	10	0	1	5	0	1	0	0

If thoſe ſpring blocks are more or leſs ornamented than what is deſcribed in Plate XIII. an allowance of one-third muſt be added to, or reduced from the above ſtatement, which are for blocks carved in a neat, but not extravagant manner.

SECT. 9.

COACH - BOXES, INCLUDING THE SEATS AND CRADLES TO EACH.

FROM PAGE 131, VOL. I.

	£.	s.	d.
The common ſtandard coach-box	5	5	0
The Saliſbury boot or budget ditto	10	5	0
The iron coach-box	10	0	0
The iron coach-box and trunk-boot	16	6	0
The iron coach-box and carved blocks	18	8	0
The budget and concealed coach-box	10	0	0
The chair, or chaiſe coach-box to fix on the boot	10	0	0
The travelling ſeat, for either common or Saliſbury coach-box, in addition to the former price	2	3	6
Ditto, hung with ſprings	5	17	0

TRIM-

TRIMMINGS.

FROM PAGE 132, VOL. I.

FOR the Lace and Fringes, of different widths and qualities, reference muſt be had to the former ſtatements, as the variety is ſo great, and the quantities ſo uncertain, that are uſed; however, the amount is eaſily known, by adding the difference of price for quality and quantity above what is ſtated in the following table of prices for linings.

SECT. 10.

EXTRAS FOR THE LININGS.

FROM PAGE 151, VOL. I.

	Coach or Landau.			Chariot or Landaulet.			Phaeton or Chaiſe With Head.			Phaeton or Chaiſe With Wings.		
	£.	s.	d.	£.	s.	d	£.	s	d.	£.	s.	d.
The cloth ſuperfine —	4	0	0	3	0	0	2	0	0	1	0	0
Morocco leather, inſtead of ſecond cloth — —	8	0	0	6	0	0	4	0	0	2	0	0
Quilting the lining with ſmall tufts — —	1	1	0	0	10	6	0	10	6	0	10	6
Swinging holders, and the other laces, 2½ inches broad, inſtead of 2 inches —	1	11	0	0	18	0	0	2	6	0	3	6
Ditto, 3 inches — —	2	7	0	1	2	0	0	5	0	0	7	0
Ditto, 3½ inches —	3	3	0	1	18	0	0	7	6	0	10	6
Ditto, 4 inches — —	3	18	0	2	3	0	0	10	0	0	14	0
A falſe lining, made of printed cotton — —	3	10	0	2	15	0	2	2	0	1	4	0
Ditto, if the roof is covered —	4	0	0	3	3	0	—		—	—		—
Ditto, if the lining is trimmed with bordering —	5	5	0	4	10	0	2	10	0	1	8	0

SECT.

SECT. 11.

EXTRAS TO THE INSIDE FURNITURE FOR BODIES.

FROM PAGE 152, VOL. I.

	Coach.			Chariot.		
	£.	s.	d.	£.	s.	d.
A ſet of ſilk ſquabs, with half backs, faced on one ſide with ſilk —	4	0	0	2	12	6
Ditto with Morocco leather —	4	15	0	3	3	0
Ditto, faced with ſilk on one ſide, and Morocco leather on the other —	5	15	6	3	13	6
A ſet of ſilk ſpring curtains ——	3	3	0	3	0	0
A ſet of feſtoon ditto, tops only —	2	12	6	2	12	6
A ſet of ditto with ſide drapery –	3	13	6	3	13	6
The outſides of the glaſs frames covered with two-inch lace inſtead of cloth	1	7	0	1	10	0
Venetian blinds inſtead of mahogany ſhutters — — —	2	15	0	2	15	0
A net for the roof — —	0	10	6	0	10	6

SECT. 12.

HAMMERCLOTHS.

FROM PAGE 158, VOL. I.

	Livery.			Second.			Superfine.		
	£.	s.	d.	£.	s.	d	£.	s.	d.
To a ſix-breadth hammercloth without any trimmings —	4	10	0	5	10	0	6	10	0
Ditto with top and bottom row of two-inch lace ——	5	5	0	6	5	0	7	5	0
Ditto with a top row, and two bottom rows of 2½ inch lace	6	6	0	7	7	0	8	8	0
Ditto with a row of five-inch fringe at top and bottom —	8	1	0	9	2	0	10	3	0
	Plain oiled Linen.			Painted.			Patent.		
An oil-ſkin cover —	1	16	0	2	2	0	3	13	6

To know the amount of every other hammer-cloth, is only to add the quantity of trimmings with which they are trimmed: every row of trimmings is nine yards, except the top ſeat, which is only four.

SECT. 13.

OCCASIONAL REQUISITES.

FROM PAGE 163, VOL. I.

	£.	s.	d	£.	s.	d.
A ſet of private locks with bolts on the ſhutters	—	—		1	1	0
	Large.			Small.		
Silvered ſtuds, each	0	0	8	0	0	4
Plated ſtuds, each	0	1	0	0	0	8

SECT. 14.

PLATED FURNITURE.

FROM PAGE 164, VOL. I.

THERE are three ſorts of plated furniture, beſt, middling, and inferior; what is here ſtated is the beſt, the difference of price, for either middling or inferior, is known by referring to the former volume; the compoſition and braſs metal furniture are here alſo regularly ſtated. As it is impoſſible to aſcertain the certain quantity of moulding uſed to each carriage, the different widths only, at the price per foot, is here ſtated.

	Parts of an Inch.	Beſt ſilver plated. £.	s.	d.	Compoſition Metal. £.	s.	d.	Braſs. £.	s.	d.
Mouldings —	2-8ths	0	1	3	0	0	10	0	0	8
	3-8	0	1	9	0	1	2	0	0	10½
	4-8	0	2	3	0	1	6	0	1	1½
	5-8	0	2	9	0	1	10	0	1	4½
	6-8	0	3	3	0	2	2	0	1	9½
Scroll ornaments, the pair —		0	8	0	0	4	0	0	3	0
Tip ditto, ditto —		0	6	0	0	2	8	0	2	0
FRAMES.										
An octagon back-light —		0	10	0	0	7	8	0	5	0
Pair of whole ſword-caſes for coach or chariot —		0	11	0	0	8	4	0	5	6
Ditto, for chaiſe or phaeton —		0	9	0	0	6	0	0	4	6
Pair of half do. for coach or chariot		0	8	0	0	5	4	0	4	0
Ditto, for chaiſe or phaeton —		0	6	0	0	4	0	0	3	0
A pair of wing frames for phaeton or chaiſe —		1	15	0	1	4	0	0	18	0

HEAD-PLATES, the ſet.	Silver. £.	s.	d.	Beſt ſilver plated. £.	s.	d.	Compoſition Metal. £.	s.	d.	Braſs. £.	s.	d.
Coach, twelve.												
Fancy device, middle ſize	—		—	2	10	0	1	13	0	1	5	0
Creſt emboſſed —	4	4	0	3	0	0	2	0	0	1	10	0
Circles to contain ditto —	1	16	0	1	4	0	1	5	0	1	0	0
Chariot, ſix.												
Fancy device —	—		—	1	5	0	0	16	6	0	12	6
Creſts emboſſed —	2	2	0	1	10	0	1	0	0	0	15	0
Circles to contain ditto —	0	18	0	0	10	0	0	10	0	0	7	0
Phaeton, or Chaiſe.												
Fancy device —	—		—	1	5	0	0	16	6	0	12	6
Creſts emboſſed —	2	2	0	1	10	0	1	0	0	0	15	0
Circles for ditto —	0	18	0	0	10	0	0	12	0	0	9	0

N. B. For each flat pierced creſt head-plate, of plated metal, in a circle, or fancy pattern, add ninepence to the prices ſtated for the fancy device.

JOINTS.		Beſt ſilver plated.			Compoſition Metal.			Braſs.		
Real.		£.	s.	d.	£.	s.	d.	£.	s.	d.
A ſet for a landau		12	12	0	8	8	0	6	6	0
A pair for a demi-landau		6	6	0	4	4	0	3	3	0
A ſet for a chaiſe or phaeton		8	8	0	5	5	0	4	4	0
Sham.										
A ſet for a coach, thick		7	0	0	4	12	0	3	10	0
Ditto for ditto, thin		6	0	0	4	0	0	3	0	0
A pair for a chariot, thick		3	10	0	2	6	6	1	15	0
A ditto for ditto, thin		3	0	0	2	0	0	1	10	0
Four barrel props with caps, for a pair		1	4	0	0	16	0	0	12	0
For PLATING the BODY-LOOPS.										
The whole outſide ſurface		3	13	6	2	6	0	1	12	0
The four ſtar-heads ditto		0	10	0	0	6	6	0	5	0
The four plain heads ditto		0	8	0	0	5	4	0	4	0
The four top outſide edges ditto		0	6	0	0	4	0	0	3	0
POLE-HOOKS.										
For a coach		2	10	0	1	15	0	1	5	0
For a chariot		2	2	0	1	8	0	1	1	0
For a phaeton		1	18	0	1	5	8	0	19	0
BUCKLES, per pair.	Inch.									
Whole	2¾	0	11	0	0	7	4	0	5	6
	2½	0	9	0	0	6	0	0	4	6
	2¼	0	7	6	0	5	0	0	3	9
	2	0	6	0	0	4	0	0	3	0
	1¾	0	4	0	0	2	8	0	2	0
	1½	0	3	0	0	2	0	0	1	6
Half		0	7	0	0	4	8	0	3	6
		0	6	0	0	4	0	0	3	0
		0	5	0	0	3	4	0	2	0
		0	4	0	0	2	8	0	2	0
		0	3	0	0	2	0	0	1	6
		0	2	0	0	1	4	0	1	0
Check-brace rings, the pair		0	8	0	0	5	8	0	4	0

WHEEL-HOOPS, per pair.	Beſt ſilver plated.			Caſed with ſilver plated metal.			Compoſition Metal.			Braſs.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Coach — —	3	3	0	1	15	0	1	2	0	0	17	6
Chariot or large phaeton — —	2	16	6	1	10	0	1	0	0	0	15	0
Small phaeton, curricle, or chaiſe —	2	2	0	1	5	0	0	10	3	0	12	6

Seldom any other plated hoops are uſed, than thoſe caſed with ſilver plated metal.

SPIRAL OR WORM SPRINGS, PLATED.

	Beſt ſilver plated.			Compoſition Metal.			Braſs.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A ſet for a coach or chariot complete — —	6	10	0	5	5	0	4	4	0
A pair for phaeton or chaiſe do.	3	0	0	2	5	0	1	16	0
The plates and ſcrews only, for a plain ſet to a coach or chariot	2	5	0	1	15	0	1	10	0
Ditto for a pair to a phaeton or chaiſe — —	1	1	0	0	15	0	0	12	0

In the above price for plating, the value of the worm-ſprings are alſo included; but, if the old ones are plated, deduct the price of them from the prices here ſtated.

SECT. 15.

LAMPS, PER PAIR.

FROM PAGE 184, VOL. I.

	Coach.			Chariot.			Phaeton or chaiſe.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
GLOBES.									
Common plated backs —	1	18	0	1	15	0	1	12	0
Glaſs reflector backs —	2	2	0	1	18	0	1	16	0
Ditto with plated heads and barrels — —	2	10	0	2	6	0	2	0	0
ITALIAN.									
Common, with flat ſides —	1	15	0	1	12	0	1	10	0
Round ſides — —	2	4	0	2	0	0	2	6	0
Plated heads and barrels —	2	12	0	2	8	0	2	2	0
OVAL, or SQUARE PATTERN.									
Plain, with glaſs backs —	2	6	0	2	2	0	1	18	0
Plated heads and barrels —	2	10	0	2	8	0	2	6	0
Extra large plated heads and barrels — —	3	3	0	2	16	0	2	10	0

The lamps are of the ſame expence, whether plated with braſs or ſilver.

SECT. 16.

STEPS.

FROM PAGE 190, VOL. I.

	£.	s.	d	£.	s.	d.	£.	s.	d.
Extra for a pair of treble folding ſteps to either coach or chariot — —	—	—		—	—		2	10	0
	Single.			Double.			Treble.		
For a pair of chaiſe ſteps —	—	—		0	14	0	—	—	
For a hanging-ſtep to a phaeton	1	1	0	2	2	0	3	3	0

SECT. 17.

EXTRAS TO THE PAINTING OF BODIES,

FROM PAGE 200, VOL. I.

	Coach.			Chariot.			Phaetons.									Whiſkies, with					
							Large.			Middle.			Small and Gig.			Pannels.			Cane.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Picking out the mouldings —	0	10	6	0	10	6	0	7	6	0	7	6	0	7	6	0	7	6	0	7	6
Poliſhing the pannels —	2	10	0	2	0	0	1	5	0	1	5	0	1	5	0	1	1	0	—		—
High varniſhing ditto —	5	15	6	4	4	0	3	3	0	3	3	0	3	3	0	2	10	0	—		—
Japanning the doors and ſword-caſe of phaeton or chaiſe —	—		—	—		—	0	10	6	0	10	6	0	10	6	0	10	6	0	10	6

EXTRAS TO PAINTING OF CARRIAGES, AND JAPANNING THE BOOTS.

	Coach.			Chariot.			Phaetons.									Whiſkies, with					
							Large.			Middle.			Small and Gig.			Pannels.			Cane.		
	£.	s.	d.	£.	s.	d	£.	s.	d	£.	s.	d	£.	s.	d.	£.	s.	d.	£.	s.	d.
Picking out the mouldings with one colour — —	1	1	0	1	0	0	0	18	0	0	15	0	0	12	0	0	10	0	0	10	0
Picking out and lining ditto with two colours —	1	15	0	1	15	0	1	11	6	1	10	0	1	4	0	0	18	0	0	18	0
Ditto three colours and pannelling — —	2	10	0	2	10	0	2	5	0	2	0	0	1	10	0	1	5	0	1	5	0
Oil varniſhing the carriages after painting — —	0	15	0	0	15	0	0	15	0	0	15	0	0	10	6	0	10	0	0	10	0

SECT. 18.

FOR HERALD AND ORNAMENT PAINTING.

FROM PAGE 201, VOL. I.

		SIZES.								
ARMS AND CRESTS.		Large.			Middling.			Small.		
		£.	s.	d.	£.	s.	d.	£.	s.	d.
The arms painted in a circle, an oval ſhield, or a lozenge		0	10	0	0	7	0	0	5	0
Ditto, with ſupporters and creſts		2	12	0	1	18	6	1	6	0
The creſt of a private gentleman		0	5	0	0	4	0	0	3	0
Ditto of a nobleman with coronet		0	10	0	0	8	0	0	6	0
CYPHERS.										
The ſingle initial of a perſon's name		0	3	0	0	2	6	0	2	0
The double ditto		0	4	6	0	3	6	0	2	6
The treble ditto		0	5	0	0	4	0	0	3	0
MANTLES.										
A mantle plain		0	10	6	0	7	6	0	5	0
Ditto, much furled or folded		0	15	0	0	12	0	0	10	0
	Inches wide.	Rich.						Plain.		
Borders for pannels, at per foot long	5	0	10	0	0	7	6	0	5	0
	4	0	7	6	0	6	0	0	4	0
	3	0	6	0	0	4	6	0	3	6
	2	0	4	6	0	3	6	0	2	6
	1½	0	3	6	0	2	6	0	1	6
Fillets for pannels, at per foot long	1	0	2	6	0	1	9	0	1	0
	¾	0	1	9	0	1	0	0	0	9
	½	0	1	0	0	0	9	0	0	6
Striping, or ornamenting the pannels, per foot ſquare		0	10	0	0	7	6	0	5	0

SECT. 19.

HEADS, WINGS, KNEEBOOTS, AND DASHING LEATHERS.

FROM PAGE 208, VOL. I.

HEADS.	Without lining.			With a ſerge lining.			With a ſecond cloth lining.		
	£.	s.	d	£.	s.	d	£.	s.	d.
A ſquare head fixed on the body, including the joints —	7	0	0	8	10	0	10	0	0
A round or waggon ditto —	8	0	0	10	0	0	12	0	0
	Cloth.			Oilſkin.			Serge.		
A pair of curtains to ſlide —	0	18	0	0	16	0	0	12	0
Wrenches which turn the joints from the inſide, to ſet or unſet the head with —	—	—		—	—		1	10	0
A back glaſs light —	—	—		—	—		0	6	0
The heads made on a frame for the convenience of taking off occaſionally —	—	—		—	—		1	6	0
	SIZES.								
WINGS.	Large.			Middling.			Small.		
A pair of iron framed wings trimmed with a 2-inch lace -	1	15	0	1	12	0	1	10	0
Ditto, with a 2½ ditto —	1	17	8	1	14	8	1	12	8
Ditto, with a 3 ditto —	2	0	4	1	17	4	1	15	4
Ditto with plated frames —	3	13	6	3	3	0	3	0	0
APRONS, or KNEEBOOTS.									
A kneeboot, fixed on the foot-board — —	2	4	0	2	0	0	1	18	0
Ditto, to take off occaſionally	2	8	0	2	6	0	2	2	0
An iron-jointed rod for ditto –	0	18	0	0	17	0	0	16	0

DASHING OR SPLASHING LEATHERS.

	£.	s.	d.
A ſtrong daſhing-leather, with back ſtays, for a curricle	2	10	0
A light ditto for gig or whiſkey	1	15	0
A ſtrong ditto for a poſt-chaiſe or coach carriage, to go round the boot	3	0	0
A large ditto for the front of a poſt-chaiſe or coach, to fix upon the braces	2	12	6
A leather pocket to either	0	5	0

SECT. 20.

BRACES AND POLE-PIECES.

FROM PAGE 213, VOL. I.

	Coach.			Chariot.		
	£.	s.	d.	£.	s.	d.
A pair of ſafe braces, with fixtures	4	4	0	3	13	0
A pair of croſs check ditto, with plated buckles, for phaeton, &c.	0	12	0	0	12	0
A ſet of point-ſtraps for the main braces	0	6	0	0	6	0
French pole-pieces, in addition to the common ſort	0	6	0	0	6	0

SECT. 21.

TRAVELLING REQUISITES.

FROM PAGE 224, VOL. I.

TRUNKS, COVERS, STRAPS, AND BELTS.	SIZES. Large for Coach, Chariot, or large Phaeton.			Middling, for middle or light Phaeton.			Small for Gig or Whiſkey.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A beſt leather trunk, welted or nailed, lined with cloth, with inſide ſtraps and laths —	4	0	0	3	5	0	2	6	0
A trunk cover, made of neat's or ox-leather, welted —	2	5	0	1	15	0	1	1	0
A ditto of painted cloth —	0	10	6	0	7	6	0	5	0
Trunk-ſtraps, per foot, per pair	0	1	9	0	1	0	0	0	9
A chain-belt, per foot, of either ſize — —	0	2	9	0	2	9	0	2	9

IMPERIALS.	Coach.			Chariot.		
A whole imperial for the roof —	10	10	0	9	9	0
If divided in two for ditto —	11	11	0	10	10	0
A three-quarter imperial for ditto —	7	10	0	6	10	0

* * *

	Coach or Chariot.		
	£.	s.	d.
A cap-box for ladies' head-dreſſes —	3	10	0
A hat-box for gentlemen's hats — —	2	12	6
A well for the bottom of a body, which is hung on a crane-neck carriage — —	2	12	6
Two narrow wells for ditto, hung on a perch carriage — — — —	4	14	6
A ſet of ſplinter-bars complete, to hang on the pole end, when four horſes are uſed, for them to draw by — — —	1	5	0

A drag-

	Coach or Chariot.		
	£.	s.	d.
A drag-chain, with hook	0	8	0
A drag-chain, with ſhoe	0	15	0
The covering either with leather	0	4	0
A drag-ſtaff	0	10	6
For cording the ſet of ſprings, to prevent accident by being overloaded, &c.	1	1	0
A coachman's tool-budget	0	10	6

	Coach.			Chariot.		
	£.	s.	d.	£.	s.	d.
An oil-cover for the whole of the body, to preſerve it while travelling	5	5	0	4	10	0

ON

FINISHED CARRIAGES.

THE great variety of conveniencies and ornaments, with which carriages are finiſhed, and the choice of them being optional to the proprietors only, no certain rule can be laid down for the value of finiſhing any of them, further than what may be collected from the tables, where, by adding to the firſt charge of each carriage, the ſeveral articles which are neceſſary to complete them, the price of any pattern may be eaſily obtained, which is the great advantage to be derived from the tables being here reſtated; the following repreſentations will convey a proper idea of the kind of carriage moſt ſuitable for the various purpoſes deſigned: but the manner in which they are finiſhed is not meant as a rule to abide by, as there are many things which may be excepted to, and others found neceſſary to be added; it will, however, inſtruct how to make the ſtatements for any other pattern, or prove the value of thoſe repreſented.

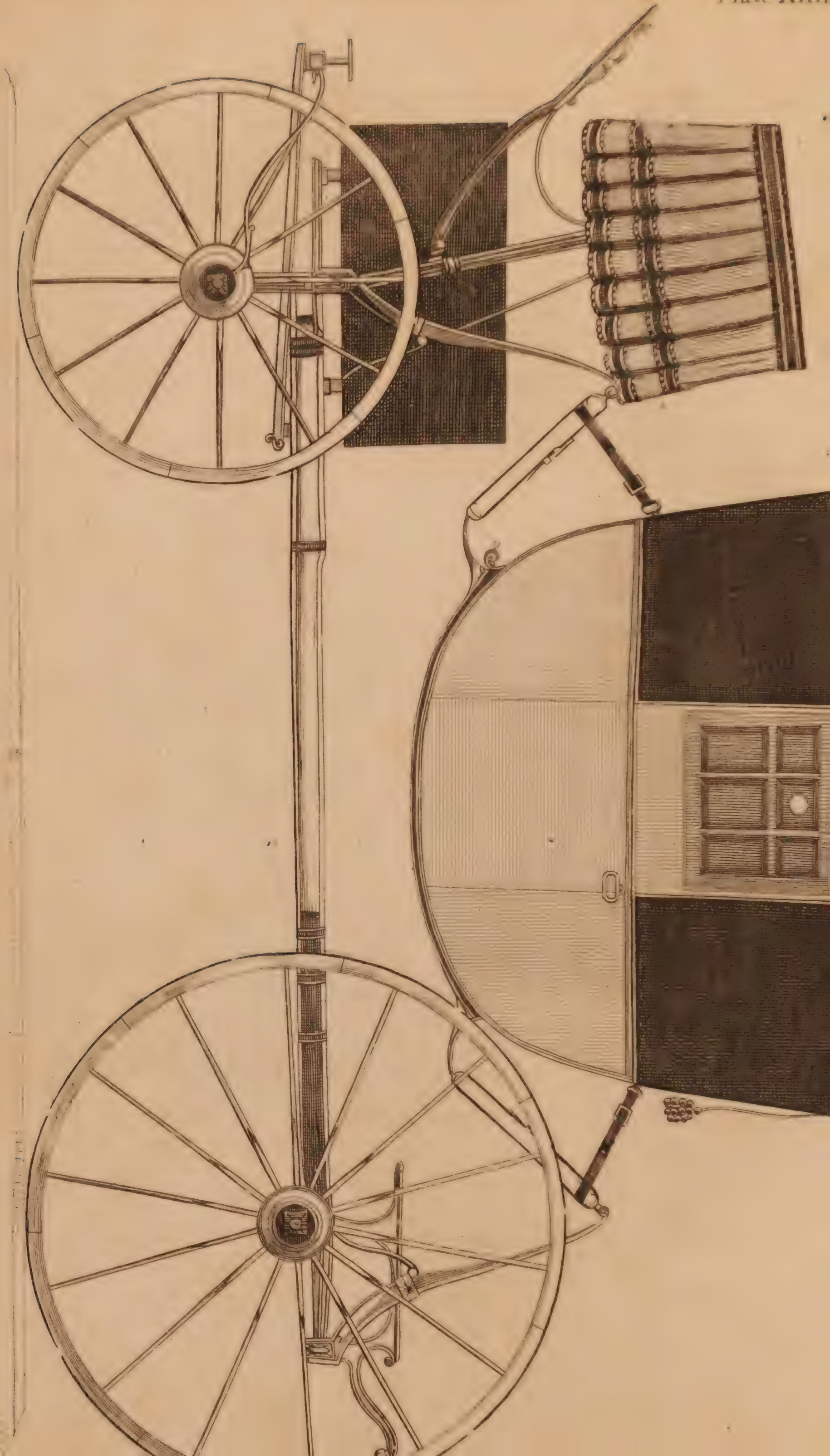
The fancy of the occupier is to regulate the mode of finiſhing, as alſo the particular ſhape of the carriage; but generally the prevalent pattern of the times influences his choice.

CHAP. III.

COACHES.

COACHES have the moſt uniform appearance of any other carriage; and, for families, are the moſt convenient of any in uſe, as they can accommodate twice the number of paſſengers at one time, but as the weight is ſomewhat increaſed by the ſize, a proportion ſhould be obſerved according to the numbers it is meant to contain, whether four or ſix paſſengers, the advantage of a light coach is in the relief given to the horſes, and, of courſe, being conveyed with greater expedition, which are advantages too great not to be regarded; the mode, therefore, of their conſtruction, as alſo the method of finiſhing them according to the intention of their uſe, is neceſſary to be attended to. Coaches, with perch carriages, in this commodious town, are to be preferred, being much lighter than with crane-necks, and are leſs expenſive.

Plate XXIII



SECT. I.

A PLAIN COACH.

PLATE XXII.

WHERE only one carriage is kept, and the uſe of it almoſt conſtantly required, a plain, ſubſtantial coach is to be recommended, in preference to a ſlight, ornamented one; as, by being expoſed to all weathers and rough roads, it is leſs liable to require expenſive repairs, and, if well formed, and neatly executed in the finiſhing, will always preſerve a genteel appearance; in this pattern of a coach, there is nothing ſuperfluous or wanting to make it compleat; and, for convenience, may be conſidered as one of the cheapeſt of all four-wheeled carriages.

DESCRIPTION.

THE *Carriage* a perch, with a common coach-box, a ſquare trunk boot, and raiſed hind end, with plain plough handles, ſtraked wheels of the neceſſary height, common axletrees and ſprings.

The *Body* part is alſo plain; the lining with ſecond cloth, and trimmed with two-inch binding lace, and holders two inches and a half wide, double folding ſteps, ſeat-boxes, a Wilton carpet, plate glaſſes, with cloth-covered frames, mahogany ſhutters, and ſilk ſpring curtains.

The *Hammercloth* is of livery, trimmed with three rows of lace two inches and a half wide, a pair of webb footman-holders two inches and a half wide, the *Plating* with *Silver*, an octagon frame for the back light, mouldings all round the middle, up the ſides, and over the doors, and at the top of the back and fore parts, in all about thirty-four feet.

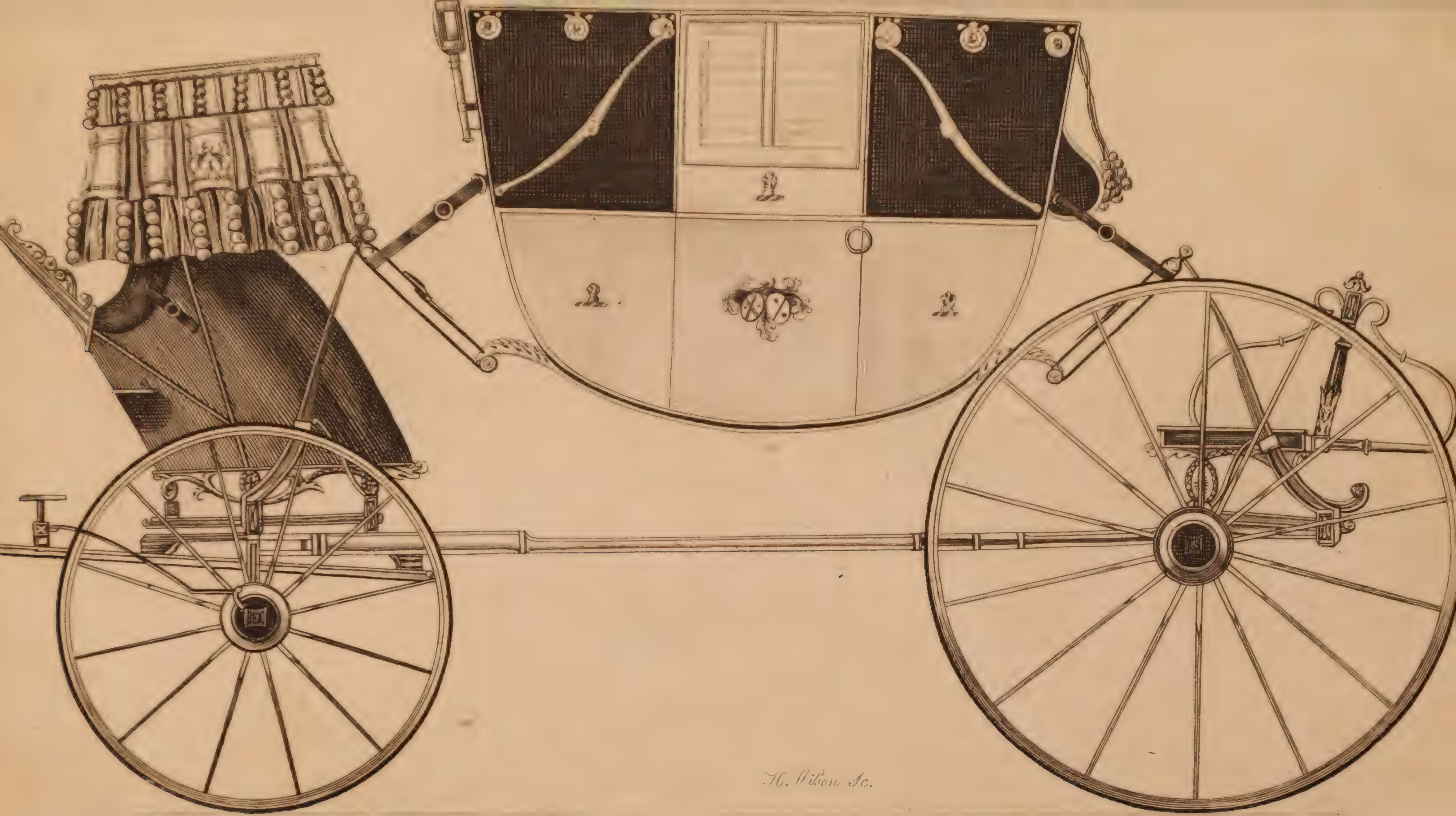
The *Braces* and *Pole-pieces* common, with half buckles, the painting of any colour, but plain and common varniſhed, the mouldings picked out one colour.

PRICE OF THE PLAIN PERCH COACH.

	£.	s.	d.
The firſt charge for a perch coach	105	9	0

EXTRAS.

A pair of plain plough, or guard handles	2	0	0
A ſquare trunk-boot	5	0	0
A common coach-box, with ſeat and cradle	5	5	0
A puckered, or full-plaited hammercloth, with 3 rows, or 22 yards, of 2½ inch lace	6	6	0
A pair of web footman-holders	0	8	0
A ſet of of ſilk ſpring curtains	3	3	0
A plated octagon frame	0	10	0
Thirty-four feet of 4-8th moulding	3	16	6
The painting picked out one colour	1	11	6
	133	9	0



H. Wilson Sc.

SECT. 2.

A NEAT ORNAMENTED, OR TOWN COACH.

PLATE XXIII.

NOTHING contributes more to faſhion or grandeur, than a good diſplay of ornaments about a carriage, of which there are a great variety of patterns; but, in this, neatneſs with elegance is to be regarded, as the expence which may be added above the former deſcription increaſes the price to almoſt double that of a plain coach; but to finiſh thoſe carriages at a moderate expence, and preſerve the elegance, it is neceſſary to obtain a knowledge of thoſe things which have the beſt external appearance; the painting, and the plating for the outſide, and the trimmings for the inſide, do moſt readily attract obſervation, as it is impoſſible to eſtabliſh a rule for the different modes of finiſhing carriages, the ſeveral additions neceſſary to form a middling handſome one, will be noticed in this deſcription, thoſe of a more expenſive, in a future.

DESCRIPTION.

THE *Carriage* a perch, plated on the ſides with iron, a raiſed hind end, on neat, ſhort blocks, a footman's cuſhion plated on the top frame, with carved hind ſtandards, a raiſed fore end with neat fore budget blocks, a half-wheel fore end, a Saliſbury coach-box; hooped tyre wheels, with moulded fellies, common axletrees and boxes.

The *Body* with round ſides; a ſword caſe back; lined with ſecond cloth; trimmed with 2½ inch lace, and ſwinging holders; quilted ſides; double folding ſteps; a Wilton carpet; with two ſliding ſeat-boxes; Venetian blinds, and a ſet of ſilk ſpring curtains. The *plating* with *ſilver*, a half-inch moulding round the ſide pannels, on the bottom ſides, all round the middle and roof, up the corner pillars, and ſides of the door lights; a 3-8th moulding all round the door and front lights; four ſilver ſcroll ornaments; a ſet of flat, pierced, creſt head-plates; a ſet of light ſham joints; and a pair of oval lamps plated.

The *Hammercloth* of livery, trimmed with one top, and two middle rows, or 22 yards, of 2½, and one bottom row, or 9 yards, of one-inch lace, a top and bottom row, or 13 yards, of ornamented fringe, 5 inches deep, two pair of lace footman's holders, 2½ inches wide.

The *Painting* of the carriage picked out two colours; the body poliſhed; a pair of arms painted on the doors in foliage mantles; four creſts on the quarters, and two on the ſtiles. The *Braces* common, and French pole-pieces.

PRICE.

	£.	s.	d.
Firſt charge for a perch coach	105	9	0
EXTRAS.			
The perch plated on the ſides with iron	3	3	0
A pair of neat carved ſhort hind blocks	2	5	0
A footman's cuſhion, with a plated top frame, and carved hind ſtandard	6	18	0
A half-wheel fore end	1	5	0
A pair of neat budget blocks	2	10	0
A Saliſbury coach-box, with ſeat, &c.	10	5	0
Sixteen feet of plated moulding for ditto	1	16	0
Hoop tyre wheels, with moulded fellies	1	19	0
Round ſides to the body	2	0	0
A ſword caſe to ditto	2	10	0
The lining, with ſwinging holders, and other lace, 2½ inches wide	1	11	0
Quilted ſides to the lining	1	1	0
A ſet of Venetian blinds in lieu of ſhutters	2	15	0
A ſet of ſilk ſpring curtains	3	3	0
A hammercloth, as deſcribed	10	10	0
The creſts embroidered in mantles on the ends	1	10	0
Four lace footman's holders	1	4	0
Eighty feet of half-inch plated moulding to the body	9	0	0
An octagon, and a pair of ſword-caſe frames	1	1	0
Four ſilver ſcroll ornaments	0	16	0
A ſet of plated joints	6	0	0
A ſet of flat pierced creſt head-plates	2	19	0
A pair of plated oval lamps	2	10	0
Picking out the painting of the carriage two colours	1	15	0
Varniſhing of ditto after painting	0	15	0
Arms in mantles, on the two doors	1	9	0
Creſts on the four quarters, and two door ſtiles	1	4	0
French pole pieces	0	6	0
	188	19	0

SECT. 3.

A LANDAU.

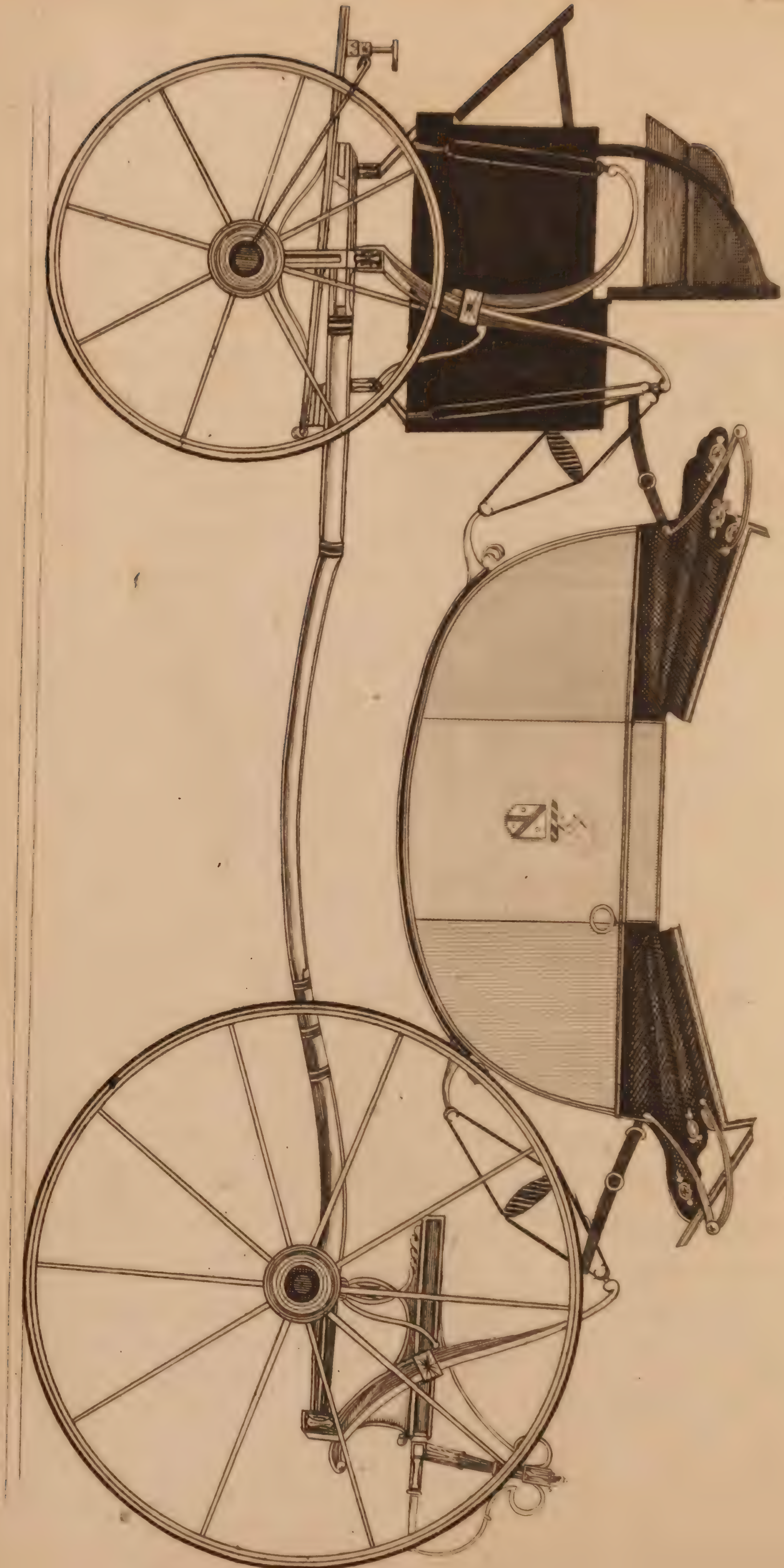
PLATE XXIV.

A LANDAU is a carriage in the form of a Coach, the upper part of which may be opened at pleaſure, for the advantage of air and proſpect in the ſummer time, principally intended for country uſe; they are the moſt convenient carriages of any, as ſo many perſons may be accommodated with the pleaſure of an open and a cloſe carriage in one, without the care of driving, as in other open carriages, or the expence and incumbrance of keeping two, and the expence for duty ſaved thereby, are advantages worth the notice of thoſe who wiſh to be thus accommodated.

The amuſement many gentlemen may have in driving for themſelves in light, open carriages has prevented the Landau being more generally uſed than what they otherwiſe would have been, and what, from their utility, might have been expected. The upper parts are covered with a black grain leather, which cannot be japanned, and of courſe, does not look ſo well as fixed roofs; they are alſo heavier, and more expenſive than the common coaches, which are the principal objections to them, but are trifling when compared to the other advantages they poſſeſs.

DESCRIPTION.

Plate XX



DESCRIPTION.

THE *Carriage* a perch, of the compaſs, or crooked form, *plated* on the ſides with iron; a half-wheel fore end; a raiſed hind end, with ſhort, plain blocks; a footman's cuſhion, with carved hind ſtandards; a pair of double-returned ſprings, for carrying a ſquare trunk-boot, which makes into a coach-box occaſionally; hooped tyre wheels, with common axletrees and boxes.

The *Body*, a Landau, with round ſides; lined with ſecond cloth; trimmed with a three-inch lace, and ſwinging holders; the ſides quilted; double folding ſteps: a Wilton carpet; ſliding ſeat-boxes; Venetian blinds; a ſet of web footman's holders. The *mountings* of *Braſs*; a 4-8th moulding all round the middle, at the top of the back and front part, and round the doors; a ſmall 2-8th moulding all round the door and front lights; a ſet of fancy device head plates; the joints, the check-brace rings, the wheel-hoops, and body loops, on the whole ſurface plated; and a plated pole-hook.

The *Painting* of the body and carriage picked out two colours; the arms and creſts painted on the doors, the fore and back pannels. The *Main Braces* with worm ſprings plated; French pole-pieces; a ſet of braces to carry the boot, two inches wide; and four ſhort check-braces underneath the boot.

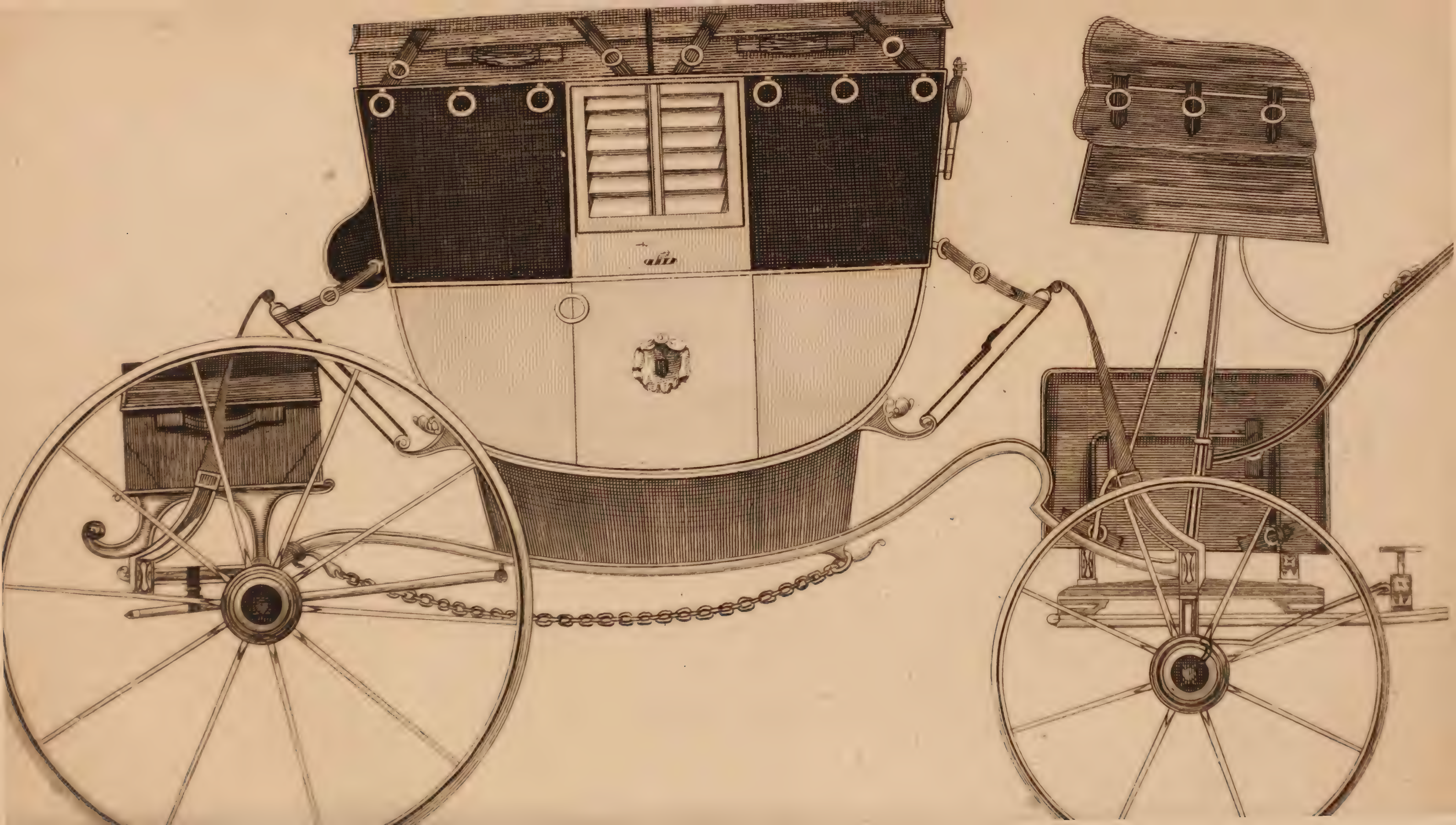
PRICE.

	£.	s.	d.
Firſt charge for a Landau, with perch carriage	120	11	0

EXTRAS.

	£.	s.	d.
A compaſs perch, with iron-plated ſides	4	4	0
Half-wheel fore end	1	5	0
A raiſed hind end, with plain ſhort blocks	1	10	0
A footman's cuſhion, plated top edge of braſs mouldings, with carved hind ſtandards	6	13	0
A pair of double-returned ſprings	2	12	0
A trunk-boot, with a concealed coach-box	10	0	0
Hooped tyre wheels	1	0	0
Round ſides to the body	2	0	0
Trimmed with a three-inch lace, and ſwing-holders	2	7	0
Quilted ſides	1	1	0
Venetian blinds, in lieu of ſhutters	2	15	0
Forty feet of 4-8th braſs moulding	2	5	0
Thirty-two feet of 2-8th ditto	1	1	6
A ſet of fancy,pattern head-plates	1	5	0
A ſet of joints, plated	6	6	0
A ſet of check-brace rings, ditto	0	8	0
A ſet of wheel-hoops, ditto	1	15	0
A ſet of body-loops, ditto	1	12	0
A pole-hook, ditto	1	5	0
A ſet of worm-ſprings, ditto	6	10	0
Picking out the moulding two colours	2	5	0
Four arms and creſts, middle ſize	2	4	0
Twenty feet of two-inch braces for the boot	2	3	0
Four large buckles for ditto	0	8	0
A ſet of ſhort check-braces for the boot	0	5	0
French pole-pieces	0	6	0
	185	16	6

SECT.



SECT. 4.

TRAVELLING COACH.

PLATE XXV.

STRENGTH and convenience are the moſt eſſential properties of this carriage, it being principally intended for continental journies, nothing ſhould be omitted that can contribute to either; plain, ſtrong-built, crane-neck carriages are to be preferred on this occaſion, as the roads on the continent are very rough, and, in the towns, very narrow; and, as there is not much opportunity for cleaning or mending on the way, the plainer and the ſtronger they are built, the better for the purpoſe. The great expence of theſe carriages is principally on account of the many conveniences for luggage neceſſary for the paſſengers' accommodation, it depends on the knowledge of the intended route, to proportion the carriage and conveniences thereto, ſo that all unneceſſary incumbrance may be avoided, to ſave both toil and expence.

DESCRIPTION.

THE *Carriage* a crane neck; ſtrong ſtraked wheels; patent anti-attrition axletrees and boxes; a raiſed hind end, with ſhort, plain blocks; a common coach box, with a travelling ſeat; a platform budget before, with a large trunk within it, and inſide ſtraps and laths to ditto; a trunk behind with ditto, and two leather-belts; a chain-belt for ſecurity, and an oil-cover for the trunk; the ſprings corded; a drag-ſtaff; a chain; and a tool-budget, for the coachman's conveniences.

The *Body* plain, with a ſword-caſe; lined with ſecond cloth, and trimmed with a two-inch lace; and two and a half ditto for the holders; ſquabs, or ſleeping cuſhions, faced with ſilk; Venetian blinds; ſeat-boxes; Wilton carpet; double folding ſteps; the *plating* with compoſition metal a 5-8th of an inch moulding all round the middle and roof, up the corner pillars, and ſide of the doors; a ſet of circles for head-plates; a pair of ſword-caſe frames; a well at the bottom; two imperials for the roof; the *painting*, varniſhing, &c. plain; mantles, with cyphers, on the door pannels: creſts on the ſtiles; the main and check *Braces*, with whole buckles; French pole-pieces.

PRICE.

		£.	s.	d.
Firſt charge for a crane-neck coach	——	121	14	0
Patent anti-attrition axletrees and boxes	—	15	14	0

EXTRAS.

		£.	s.	d.
A raiſed hind end, with ſhort, plain blocks	—	1	10	0
A common coach-box, with a travelling ſeat		9	3	6
Carry over	——	148	1	6

A large

	£.	s.	d.
Brought over	148	1	6
A large platform budget	8	0	0
A large trunk for ditto, with inſide ſtraps and laths	3	19	6
Leather belts for fixing the trunk	0	7	6
A large trunk for the hind end, with inſide ſtraps and laths	3	19	6
An oil-cloth cover for the trunk	0	10	6
A pair of leather belts, 9 feet long	0	11	0
A chain-belt for ſecurity, 9 feet long	1	4	11
The ſprings corded	1	1	0
A drag-ſtaff, with a chain	0	18	0
A tool-budget	0	10	6
A ſword-caſe, or boodge	2	10	0
A ſet of inſide ſilk ſquabs	4	0	0
Sixty feet of 5-8th moulding	5	10	1
A ſet of circles for the head-plates	1	4	0
A pair of ſword-caſe frames, and an octagon do.	0	16	0
Venetian blinds in lieu of ſhutters	2	15	0
A pair of beſt imperials for the roof	11	0	0
A large well for the bottom	2	12	6
Two mantles, with cyphers, on the doors	1	2	0
Two creſts on the door-ſtiles	0	8	0
	201	1	6

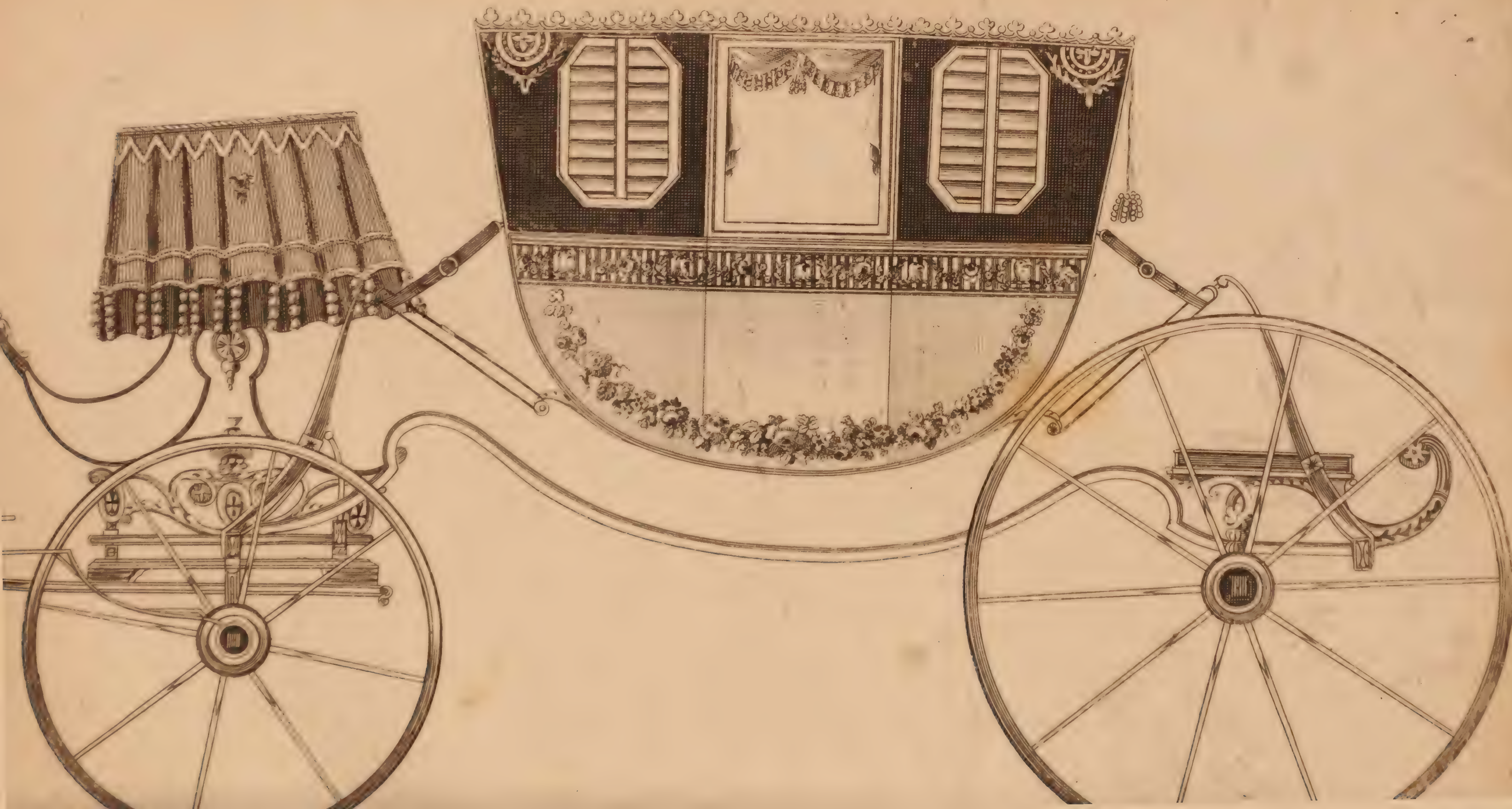
SECT. 5.

AN ELEGANT CRANE-NECK COACH.

PLATE XXVI.

IN any grand proceſſion, an elegant carriage forms the principal part; and, where ſplendour is neceſſary, a rich diſplay of fanciful deſigns in the carving and painting, chiefly contributes towards it: but, as it is difficult to form a regular judgment of the value of a carriage ſo highly ornamented in the painting and carving, ſuch only will be deſcribed, as the value thereof may be aſcertained from the former ſtatements.

A profuſion of carved ornaments and figures much gilt, with beautiful paintings, decorate the outſide—rich velvet linings, and ſilk trimmings, the inſide; the value of ſuch a carriage can only be gueſſed at, as it depends on the artiſt who executes it to charge according to its merit in the execution. The carriage here repreſented, though not ſo much ornamented, is built on the ſame principle as the ſtate equipage, but more exactly anſwers the deſcription of a neat, light carriage for the Eaſt or Weſt Indies, it being made very airy, with ſide and end lights, or windows; the kind of carriages uſed chiefly in thoſe places, are crane-necked, but are



are built much lighter than what is neceſſary for this country, as the horſes not being ſo ſtrong, and the roads of ſoft, ſandy ſoil, a heavy carriage would ſink therein, and be obſtructed by its weight.

DESCRIPTION.

The *Carriage*, a crane neck; double bow cranes; raiſed hind end, with handſome, carved, pump-handles, and a footman-cuſhion, with a plated top and bottom edge; an iron coach-box, raiſed on handſome carved blocks; patent wheels, with moulded fellies, new-pattern cylinder axletrees and boxes.

The *Body* with carved ends to the bottom; ſides to caſe the body-loops; round ſides; octagon ſide-lights, and one large back-light for glaſſes and ſhutters to ſlide in; lined with Morocco leather, and trimmed with handſome worſted and cotton lace, four inches wide, with the arms worked therein; treble folding-ſteps; Wilton carpet; ſliding ſeat-boxes; one ſet and a pair of feſtoon curtains, with ſide drapery for the door, front, and back lights; one ſet of ditto, with top drapery only, for ſide lights; two ſet and one large Venetian blind; laced glaſs-frames; one ſet of glaſſes for the ſide lights, and a large one for the back light extra, with the frames covered with lace. The *plating* with *Silver*; the mouldings 6-8ths of an inch wide, which goes round the pannels, ſides, back, and front, all round the middle and roof, up the corner pillars and ſides of the doors, in quantity about 110 feet; a 3-8th of an inch moulding round all the lights, in quantity about 60 feet; four ſilver ſcroll ornaments; four handſome, large head-plates, of about the value of a ſet for a coach of the uſual pattern; four ſilver plated nave-hoops; a plated pole-hook, a handſome cornice for the roof, of about the ſame value per foot as the wide-plated mouldings, in quantity about 22 feet.

The *Hammercloth* ſuperfine, trimmed with 13 yards of 2½-inch lace, 9 yards of eight-inch ornamented fringe, 13 yards of four inch velvet, at 4s. per yard, and 36 yards of one-inch narrow binding-lace; ſilk creſts within ſilk mantles, embroidered on the ends; a double pair of arms-lace footman-holders. The *Painting* high varniſhed; a rich border, 5 inches wide, round the middle, meaſuring about 21 feet; with handſome ſwags of flowers on each ſide, of about the ſame value with the border; the mouldings of the carriage are gilt, and picked out in an ornamented manner; and amounts to about double the price of picking out with three colours. The main and check *Braces* with whole buckles; French pole-pieces, with plated buckles.

PRICE.

	£.	s.	d.
Firſt charge for a crane-neck coach	121	14	0

EXTRAS.

Double bows to the cranes	3	3	0
Raiſed hind end, with handſome carved pump handles	4	4	0
A footman-cuſhion, plated at the top and bottom edge	7	18	0
An iron coach-box, and carved blocks	18	8	0
Patent wheels with moulded fellies	3	19	0
New-pattern cylinder axletrees and boxes	17	14	0
Round ſides to the body	2	0	0
Side lights, and one large back ditto, for glaſſes and ſhutters	9	0	0
Lining of Morocco leather in lieu of cloth	8	0	0
The trimmings, worſted and cotton lace, 4 inches broad, with the arms worked in them	9	6	8
Treble folding ſteps	2	10	0
A ſet of feſtoon curtains, with ſide drapery for the doors and front, and one ditto for the back light	4	10	0
One ſet of ditto, with feſtoon tops only	2	12	6
One ſet of Venetian blinds in lieu of ſhutters	2	15	0
One ditto ditto for the ſide lights	4	10	0
One large ditto for back light	1	10	0
Two-inch wide arms-lace for glaſs frames	1	17	0
One ſet of ſmall glaſſes and frames, and the frames covered with lace	6	13	0
One large glaſs, with lace-covered frame	2	7	0
Five extra glaſs ſtrings, or holders, to match the reſt	2	10	0
Carry over	237	1	2

	£.	s.	d.
Brought over	237	1	2
110 feet of 6-8ths of an inch ſize moulding	17	17	6
60 feet of 3-8ths of ditto	5	2	6
Four ſilver ſcroll ornaments	8	0	0
Four large handſome ornaments for the top in lieu of head-plates	2	10	0
Four ſilver-plated nave-hoops	6	6	0
A ſtanding or raiſed cornice	3	11	6
A pole-hook, plated	2	10	0
The hammer-cloth, as deſcribed	18	10	0
Two pair of arms-lace footman's holders, with ornamented taſſels	2	16	0
The pannels high varniſhed	5	15	6
The mouldings gilt, and picked out three colours	5	0	0
Twenty-one feet of rich five-inch border	11	0	0
A pair of handſome ſwags of flowers, painted on the pannels	11	0	0
	337	0	2

SECT. 6.

VIS-À-VIS.

A NARROW, contracted coach on the ſeats, and where only two perſons can ſit facing each other, and is ſo called from the French: the advantage of it, independent of faſhion, is its being ſo confined as to prevent the paſſengers being toſſed about by the jolting of the carriage; and, by its being ſo narrow, they ſit warmer than in other carriages;

they are ſeldom uſed by any other than perſons of high character or faſhion, and are uſually finiſhed in a ſuperior manner to what the generality of carriages are; they are ſomewhat lighter in the bodies than a common Coach, and, the carriage part being made proportionable thereto, does not, in general, exceed the weight of a Chariot; the expence may be proportioned between the price of a Coach and a Chariot.

The quantity of materials being leſs for a Vis-à-Vis than what is uſed for a Coach, the price is proportionably leſs, and to reduce them to a regular ſtatement, is to deduct 1-12th from the value of a Coach, and either of the repreſentations will ſerve to aſcertain the price of a Vis-à-Vis by, if of the ſame deſcription.

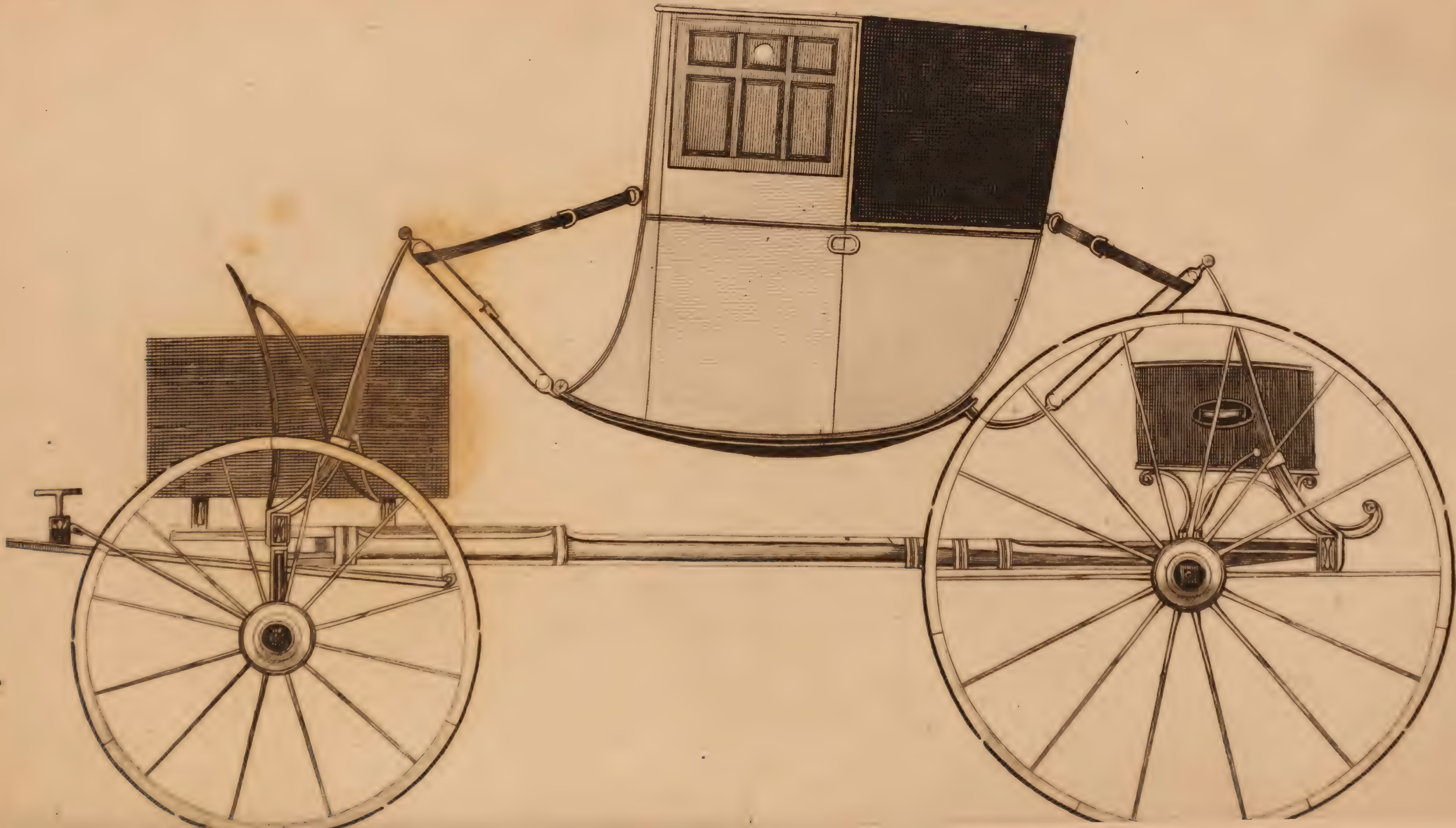
CHAP. IV.

POST-CHAISE AND CHARIOT.

A POST-CHAISE is a carriage intended only for expeditious travelling, and, for a cloſe carriage, is the moſt pleaſant; the view in front not being obſtructed by a coach-box, nor the draught impeded by any cumberſome weight: lightneſs and ſimplicity are the principles on which this carriage ought to be built, if intended for poſt work only.

The cuſtom of the driver's riding the near horſe, in poſting, has long prevailed, and the abſurdity, it is feared, will not eaſily be got rid of, although it has been the deſtruction of ſo many good horſes; for, it is evident, that if a man is a ſufficient burden for a horſe to travel with, to impoſe alſo an equal ſhare of the draught of the carriage, with his yoked companion, muſt ſoon fatigue him, and impede the travelling thereby, unleſs the poor animal is ſcourged to exertion beyond his natural ſtrength, to keep pace with the other horſe; any ſimple contrivance on the carriage, for the driver to ſit in,

Plate XXVII.



would leſſen the fatigue, both to man and horſe, and be more likely to promote ſpeed.

Chariots are built exactly the ſame way as Poſt-Chaiſes, but are only ſo called from having an uniform coach-box, intended for town-uſe, and are uſually built ſtronger than what would be neceſſary for a Poſt-Chaiſe, though frequently uſed for both purpoſes, and are then built between the two proportions: for ſmall families, where only one carriage is kept, a Chariot, with a moveable coach-box, is to be preferred, being lighter, and more pleaſant to ride in than a Coach.

SECT. I.

A PLAIN POST-CHAISE.

PLATE XXVII.

FAMILIES who often journey from place to place with poſt-horſes, do well to furniſh themſelves with a Poſt-Chaiſe, although it ſaves nothing of the expences in travelling, whether with their own or poſt-maſter's carriage; yet a convenience, more than adequate to the expence of the carriage, is, in the end, to be met with, as the neceſſity of removing from one carriage to another, and ſhifting the luggage, is thereby avoided; an inconvenience too great to be ſubmitted to by any gentleman who can afford the additional expence of keeping their own Poſt-Chaiſe. A plain, light carriage is to be preferred, if only to be uſed for poſting work, but if the journies are occaſional, a chariot, with ſuch a coach-box as can be removed, will anſwer the purpoſe beſt.

DESCRIPTION.

The *Carriage* is a perch; with raiſed hind end, on ſhort blocks; a ſquare trunk-boot; a daſhing leather over it; common ſtraked wheels; common axletrees and boxes; a trunk and cover on the hind platform.

The *Body* is plain, lined with ſecond cloth, and common trimmings; plate glaſſes, cloth-covered frames; ſliding ſeat-boxes; mahogany ſhutters; an occaſional ſeat on the inſide for a third perſon; a Wilton carpet; double folding ſteps. The *Plating* with *ſilver*; a 3-8th moulding on the elbow and back rails, up the ſtanding pillars, over the doors and front lights, and on the top of the back behind, meaſuring about 30 feet. The *Painting* plain. The *Braces* common, and Engliſh pole-pices.

PRICE.

	£.	s.	d.
The firſt charge for a perch poſt-chaiſe	93	1	6

EXTRAS.

	£.	s.	d.
Short hind blocks, plain	1	10	0
A ſquare trunk-boot	5	0	0
A daſhing or ſplaſhing leather for ditto	3	0	0
A large trunk behind, with inſide ſtraps and laths	3	19	6
Leather belts for ditto, 9 feet long	0	11	3
An oil, or painted, cloth cover for the trunk	0	10	6
A ſliding ſeat for a third perſon	0	10	6
An octagon back-light frame	0	10	0
Eleven feet of 3-8ths of an inch moulding	2	12	6
	111	5	9

WITH A COACH-BOX.

For the value of a plain Chariot, deduct the price of the daſhing-leather, the trunk and belts, with cover, and ſliding-ſeat, and add the price of a common coach-box, hammercloth, and footman-holders, of the ſame deſcription as that of the coach, and the amount is — 115 3 6

SECT. 2.

A NEAT TOWN CHARIOT.

PLATE XXVIII.

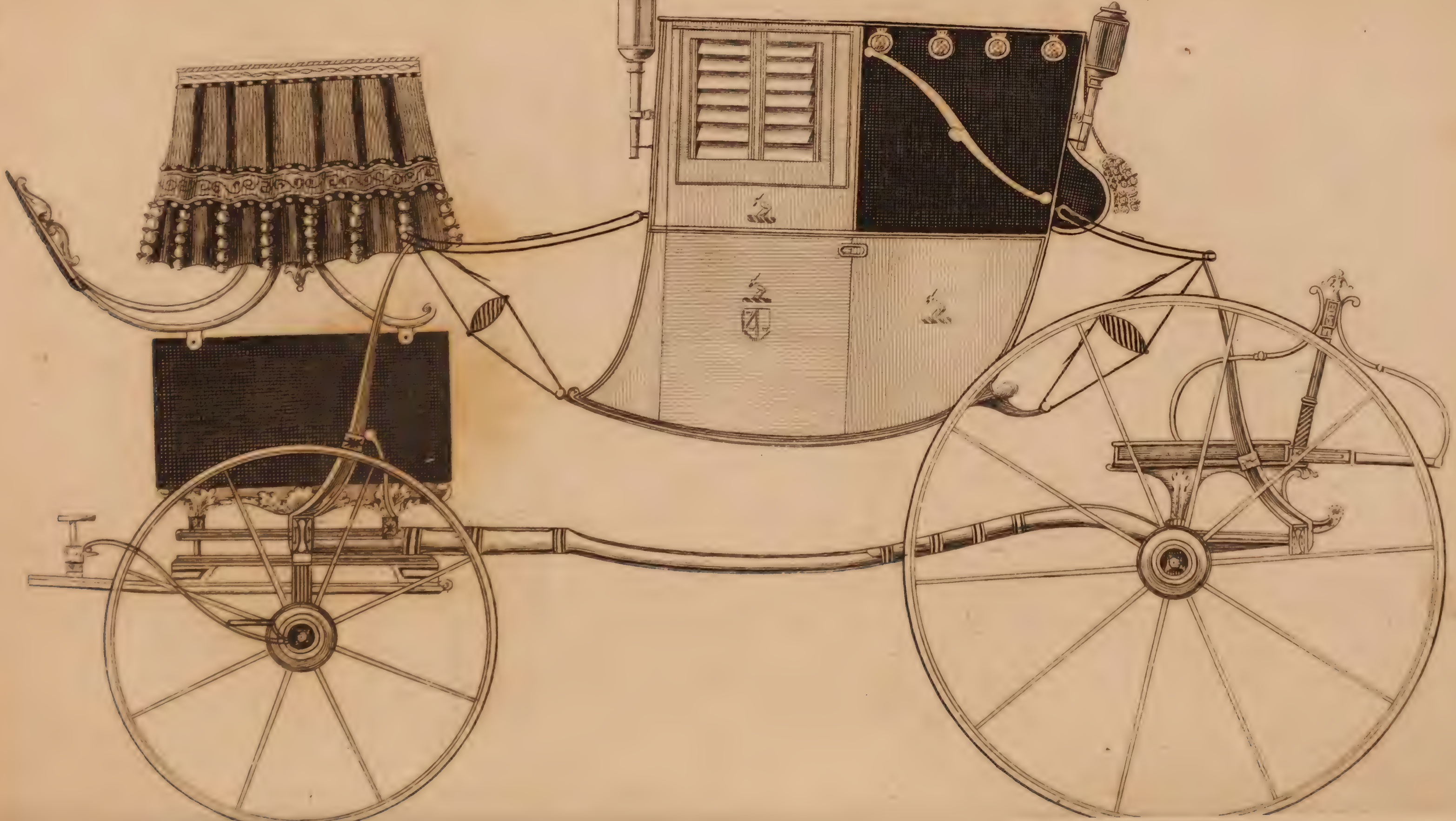
THERE is no carriage looks better than a genteel Chariot; and, where much room for paſſengers is not neceſſary, none is more convenient, for, being more light and airy than a coach, it is much to be preferred on that account: on it, as few or as many ornaments may be exhibited as on the Coach, and with as good an effect; but, for a carriage in frequent uſe, it is beſt not to be too profuſe with them, as it adds to the weight, and trouble in cleaning, as well as to the expence. To form a genteel Chariot, is to collect ſuch materials as are light in their appearance, and of a fanciful device; the more novelty, if not to extremes, the more genteel the carriage; but as that is a matter of fancy, it muſt be left to the occupier of the carriage to make a choice; what is now moſt faſhionable will only here be noticed.

DESCRIPTION.

THE carriage is a perch, of the bent or crooked form, with iron-plated ſides; a whole wheel front; an iron coach-box on a ſquare trunk-boot, raiſed on neat, carved blocks; a raiſed hind end, with neat ſhort blocks; a footman cuſhion, with plated mouldings to the frames, and carved hind ſtandards; hooped tyre wheels, with moulded fellies, and common axletrees and boxes.

The *Body* with round ſides, a ſword-caſe back, contracted door-lights, lined with ſecond cloth, trimmed with a 3½ inch lace, ſwinging holders, a pair of ſilk ſquabs, plate glaſſes, with laced glaſs-frames, and ſilk ſpring curtains; Venetian blinds; ſliding

Plate XXVIII



ſliding ſeat-boxes; a Wilton carpet; double folding ſteps. The *Plating* with *ſilver*, a ſmall 3-8th moulding, or quill-bead, in double rows round the ſide pannels, and in ſingle rows round the front and door-lights; a 4-8th moulding all round the middle and roof, up the corner pillars, and ſides of the doors, and along the bottom ſides; 4 ſilver ſcroll ornaments; an octagon; and a pair of ſword-caſe frames; a pair of plated thick joints, with barrel props and caps for them; eight ſilver creſt head-plates, with ſilver circles; a ſet of caſed plated metal wheel-hoops; a plated pole-hook, and check-brace rings; five Italian full-plated *Lamps*. The *Hammercloth* of livery, trimmed with a top row of 2½ inch, a bottom row of one inch, and a middle row of four-inch lace, one bottom row of ſeven-inch ornamented fringe; four 3½ inch double lace footman-holders; the *Painting* picked out two colours; the pannels poliſhed; the arms on the doors and creſts, on the quarters and ſtiles; the main and check *Braces* with whole buckles; a ſet of worm ſprings, with French pole-pieces.

PRICE.

		£.	s.	d.
Firſt charge for a town chariot	——	93	1	6
EXTRAS.				
A compaſs perch, iron plated on the ſides	—	3	16	0
A whole wheel front ——	——	2	5	0
A raiſed fore end, with neat carved blocks	—	2	10	0
Carry over	——	101	12	6

	£.	s.	d.
Brought over	101	12	6
A ſquare trunk-boot for an iron coach-box	6	0	0
An iron coach-box	10	0	0
Raiſed hind end, on neat carved ſhort blocks	2	5	0
A footman-cuſhion plated at the top edge, with carved hind ſtandards	6	18	0
Hooped wheels, with moulded fellies	1	19	0
The body with round ſides	1	0	0
A ſword-caſe back	2	10	0
Contracted door-lights	2	0	0
Swing holders, and other trimmings, 3½ inches wide	1	18	0
A pair of ſilk ſquabs	2	12	6
A ſet of ſpring curtains	3	0	0
Ditto Venetian blinds	2	15	0
Laced glaſs-frame	1	10	0
Eighty feet of plated 2-8th moulding	5	0	0
Forty feet of ditto 4-8th ditto	4	10	0
An octagon, and a pair of ſword-caſe frames	1	1	0
A pair of thick joints, with four barrel props and caps	4	14	0
A ſet of ſilver creſt head plates, and ſilver circles	3	0	0
To a pair of ditto, extra	1	0	0
Four caſed plated metal wheel-hoops	3	0	0
A plated pole-hook	2	2	0
Six plated check-brace rings	1	4	0
Five Italian round-ſide lamps, with plated heads and barrels	6	0	0
A hammercloth as deſcribed	11	0	0
Four double lace footman-holders	1	16	0
Main and check-braces, with whole buckles	0	10	0
Spiral or worm-ſprings	1	10	0
French pole-pieces	0	6	0
	192	13	0

SECT.

SECT. 3.

A LANDAULET, OR DEMI-LANDAU.

PLATE XXIX.

THIS carriage has the ſame advantage as the Landau, only that the number of paſſengers are proportionably leſs; but, for convenience, where only one carriage is kept, none exceeds it for country uſe. When a Demi-Landau is uſed open, the common ſort of coach-box is objectionable, being ſo high as to take away the proſpect in front, which is principally obſcured by the coachman ſitting there. A boot with a concealed chair, or coach-box, when uſed as a Landau, anſwers beſt. The common coach-box may be added occaſionally for town uſe, the ſame as to a Poſt-Chariot: the mode of finiſhing will anſwer for any other deſcription, except only the difference in price between a Poſt-Chaiſe and a Demi-Landau.

DESCRIPTION.

THE *Carriage* is a perch of the bent, or compaſſed form, plated with iron on the ſides; a half-wheel fore end; a raiſed hind end, with plain plough handles, and a footman-cuſhion; a ſquare trunk-boot; a light chair, or chaiſe body for the coachman, fixed on the boot at the fore end, and hung on an iron bar which croſſes the fore ſprings by ſhort braces; ſtraked wheels, common axletrees, and boxes. The *Body* a landaulet, with round ſides, lined with ſecond cloth, and trimmed with a three-inch lace; quilted ſides; a ſliding ſeat-box; Wilton carpet; double folding ſteps; plate glaſſes, the frames covered with a two-inch lace; Venetian blinds. The *Plating* with *braſs*, a 4-8th moulding round the pannels, the middle, ſides, and over the doors, along the back and front; two ſcroll ornaments, and two tip ditto; the body-loops plated on the four bolt heads; ſix fancy device head-plates; the joints, check-rings, pole-hook, and wheel-hoops plated; a pair of Italian lamps plated. The *Braces* common French pole pieces; a ſet of double web footman-holders. The *Painting* picked out one colour; a plain fillet round the pannels 1 inch wide; the arms on the doors; cyphers with creſts on the quarters, and creſts on the ſtiles.

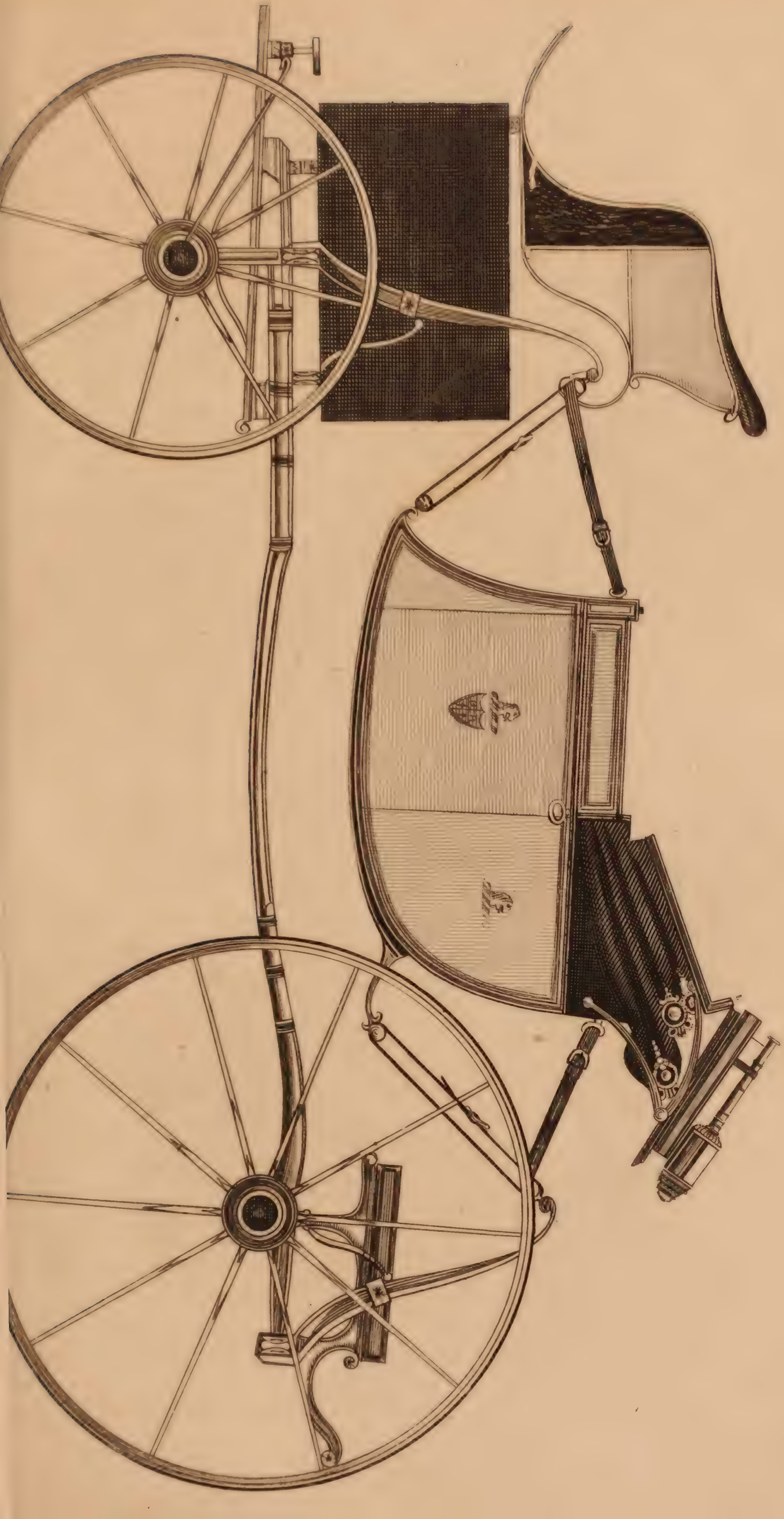
PRICE.

		£.	s.	d.
Firſt charge for a demi-landau	—	107	2	6

EXTRAS.

		£.	s.	d.
A compaſs perch, plated on the ſides	—	3	16	0
A half-wheel front	—	1	3	0
A pair of plain plough handles	—	2	0	0
Carry over	—	114	1	6

A footman-



	£.	s.	d.
Brought over	114	1	6
A footman-cuſhion	2	2	0
A ſquare trunk-boot	5	5	0
A chaiſe, or chair coach box	10	0	0
Round ſides to the body	1	0	0
The ſwing-holders, and other laces, three inches wide	1	2	0
Quilted ſides	0	10	6
Lace-covered glaſs frames	1	10	0
Venetian blinds	2	15	0
Sixty-five feet of 4-8th moulding	3	13	1
Two ſcroll and two tip ornaments	0	5	0
Body-loop bolt heads, plated	0	5	0
Check-brace rings, ditto	0	5	8
Joints, ditto	3	3	0
Wheel-hoops, ditto	1	10	0
A pole-hook, ditto	1	1	0
A pair of Italian lamps	2	8	0
Painting of the body and carriage, picked out one colour	1	11	6
Forty-eight feet of one-inch plain fillets round the edge of the pannels	2	8	0
Arms on each door-pannel	0	14	0
Creſts, with cyphers, on the two quarter ditto	0	11	0
Creſts on the three ſtiles	0	9	0
	156	10	3

SECT. 4.

TRAVELLING POST-CHAISE.

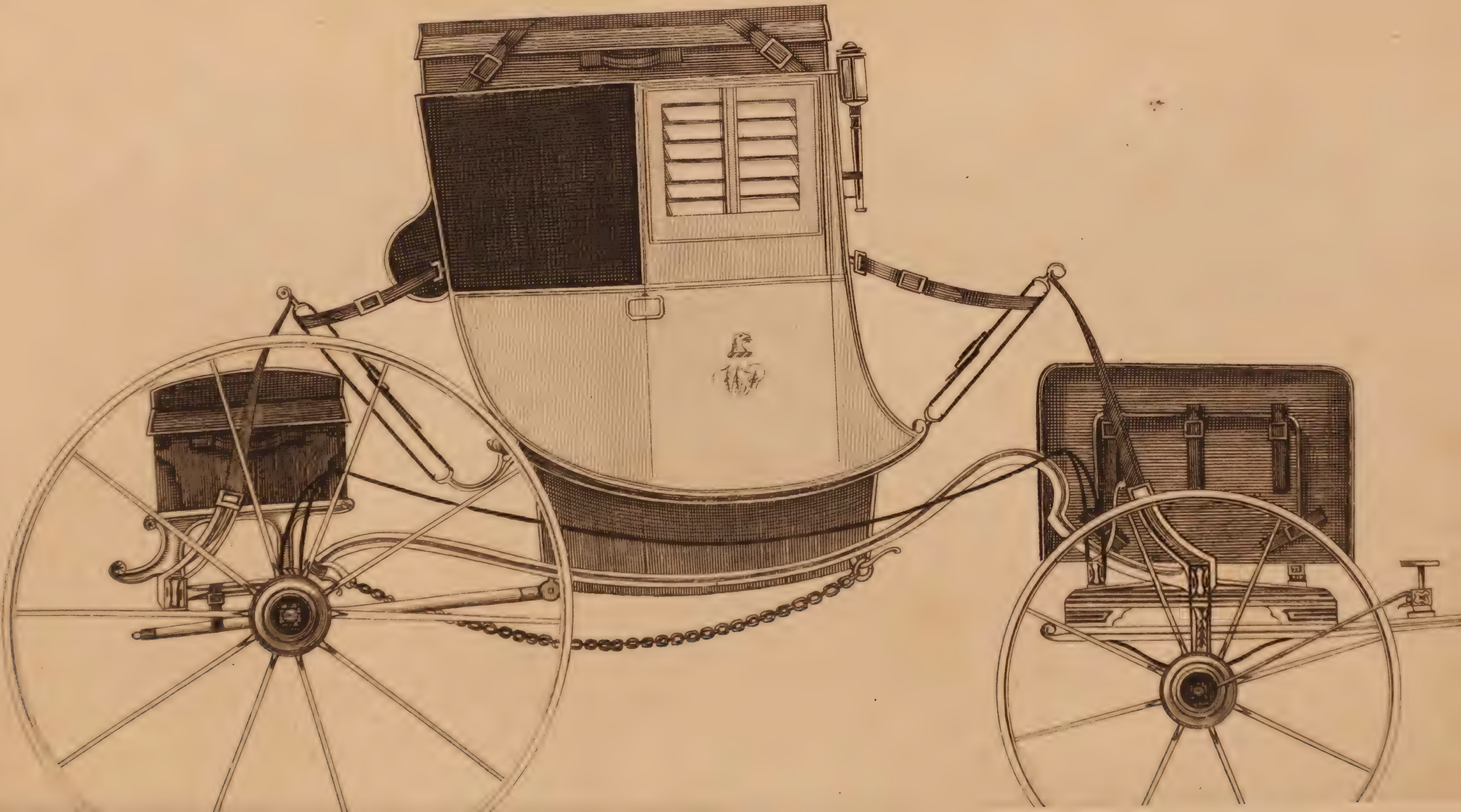
PLATE XXX.

A POST-CHAISE, for travelling with on the continent, requires, like the coach, to be built ſtrong, and finiſhed with conveniences ſuitable for the journey; to enumerate all that are uſed would be ſuperfluous; ſuch as the conveniences of beds, cupboards, table, &c. &c. which are but ſeldom required; and as the conſtruction of them is fanciful, the price to be charged for them cannot here be ſtated; therefore, only what is generally uſed will be valued. It is cuſtomary with the foreign poſt-maſters to drive three horſes abreaſt, and they are always furniſhed with ſhafts on purpoſe for the near horſe to be placed in, for which it is neceſſary to have hooks fixed in the ſplinter-bar, for the ſhafts to be hung by. The number of horſes uſed in travelling on the continent are proportioned to the luggage, for every trunk, or imperial to the carriage, another horſe is put, or charged for.

DESCRIPTION.

THE *Carriage* is a crane-neck, with raiſed hind end, on plain, ſhort blocks; a large platform budget,

Plate XXX.



budget, with a trunk inſide of it; a large trunk on the hind end; a drag-ſtaff and chain; ſtrong ſtraked wheels; new-pattern axletrees, with double caſe boxes; the ſprings corded. The *Body* has a ſword-caſe back, and is lined with ſecond cloth; trimmed with 2½-inch lace, and ſwinging holders; quilted ſides; double folding ſteps; a ſliding ſeat-box; Wilton carpet; Venetian blinds; and cloth-covered glaſs-frames. The *Plating* with *ſilver*; an octagon, and a pair of ſword-caſe frames; a 4-8th moulding all round the middle, up the corner, and ſtanding pillars; Italian lamps, plain, and three in number. The *Painting* plain, with a cypher and creſt on the doors only; the main and check *Braces* common, and Engliſh pole-pieces; a pair of ſafe braces and fixtures.

PRICE.

	£.	s.	d.
Firſt charge for a crane-neck poſt-chaiſe —	107	14	6
EXTRAS.			
Axletrees, with double caſe boxes ——	21	15	0
A raiſed hind end, on plain ſhort blocks —	1	10	0
A platform, or luggage-boot ——	3	0	0
A pair of trunks, with inſide ſtraps and laths	7	19	0
Sixteen feet of ſtrap-belts for both trunks —	1	0	0
A drag-ſtaff and chain —— ——	0	18	6
Cording the ſprings —— ——	1	1	0
A ſword-caſe back —— ——	2	10	0
Quilted ſides to the lining —— ——	0	10	6
Carry over ——	147	18	6

Swing-

	£.	s.	d.
Brought over	147	18	6
Swing-holders, and the lace 2½ inches wide	1	11	6
Venetian blinds	2	15	0
An octagon and ſword-caſe frames	1	1	0
Fourty four feet of 4-8th mouldings	4	19	0
Three Italian flat-ſide lamps	2	12	0
A large broad well	2	12	6
A whole imperial	9	9	0
A large double cypher and creſt on the doors	0	19	0
A pair of ſafe braces and fixtures	3	13	0
	177	10	6

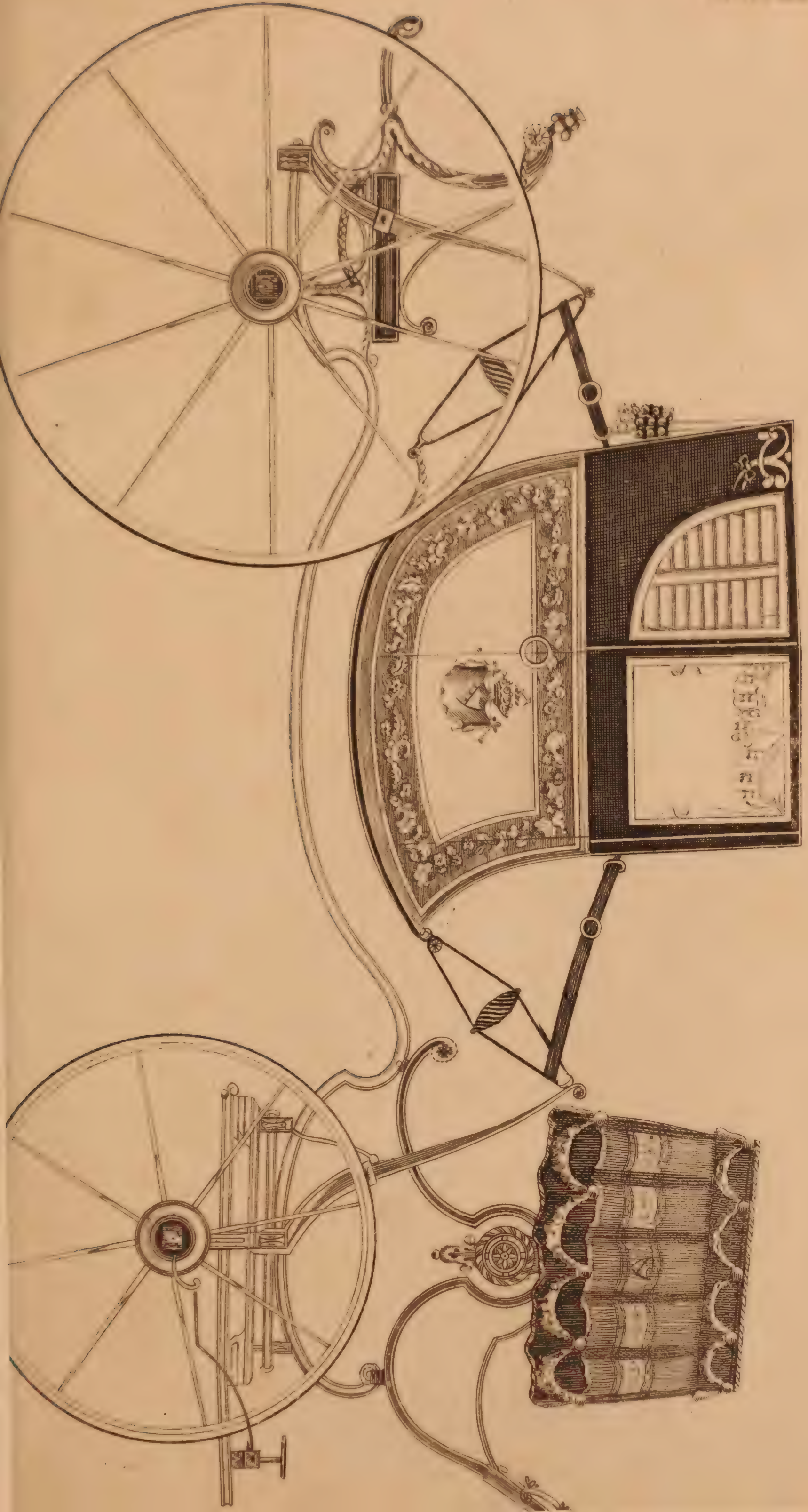
SECT. 5.

AN ELEGANT CHARIOT.

PLATE XXXI.

CHARIOTS are, generally, finiſhed handſomer than Coaches, and form a material part in all grand proceſſions; the elegance of them lies principally in the carved and gilt ornaments to the carriage part, with rich and fanciful paintings to the body, and the inſides lined with velvet, and bordered with ſilk trimmings, taſſels, &c. the value of ſuch a carriage can only be aſcertained by the builder, whoſe fancy ought not to be reſtricted, but when limited to a certain price; the repreſentation is rather out of the common ſtyle, and is built on the principle of a ſtate carriage, but more exactly anſwers

Plate XXXI.



anſwers the deſcription of a Chariot for the hot countries, being light and airy for that purpoſe; it being repreſented finiſhed in a ſuperior manner, does not imply a neceſſity for all to be ſo, that are built for the Indies, as they may be finiſhed with conveniencies ſuitable to the place, but in as plain a manner as any other carriage, excepting only the neceſſity for ſide and back lights for the advantage of air: from 100 to 200l. for carving and gilding above what is here ſtated, a very elegant carriage may be built.

DESCRIPTION.

THE *Carriage* is a crane neck, with double-bowed cranes, and long ſweeped fore ends, on which the iron coach-box is fixed; a raiſed hind end, on handſome ſhort blocks, with footman-cuſhion plated at the top and bottom edge, and extra handſome carved hind ſtandards; patent wheels, with moulded fellies, new pattern cylinder, axletrees and boxes. The *Body* with ſide lights, and a divided back light, with plate glaſſes, and Venetian blinds; lined with Morocco, trimmed with ſilk creſt lace; handſome feſtoon curtains, with ſide drapery to all the lights; a ſliding ſeat-box; a Wilton carpet; and treble folding ſteps.

The *Hammercloth* of a ſecond cloth, trimmed with a top and bottom row, or thirteen yards; of narrow, and one row, or nine yards, of broad four-inch lace; with ſilk-embroidered arms in the middle: a top and bottom row, or thirteen yards, of ſeven-inch fringe, over which ſilk drapery, in feſtoons, is placed; double footman-holders, of lace, $3\frac{1}{2}$ inches wide, with handſome taſſels. The *Plating* with *ſilver*, a broad 5-8th moulding round the pannels, the corners, pillars, and ſides of the doors; a 3-8th moulding all round the door, the front and back lights; a pair of handſome ornamented head-plates; the body-loops plated on the whole outſide ſurface; the check-brace rings, the worm ſprings, the out and inſide wheel-hoops, and pole-hook plated. The *Painting* has the mouldings gilt or ſilvered, and picked out three colours; the *Body* is ornamented with a border all round the framing on the pannels, of the middling kind, five inches wide, with a large rich mantle on the ſides and ends, having the arms and creſts within; a high-varniſhed body; an oil-varniſhed carriage. The main and check *Braces* with whole buckles, and a pair of worm ſprings plated; a ſet of point-ſtraps; French pole-pieces, with plated buckles.

PRICE.

	£.	s.	d.
Firſt charge for a crane-neck poſt-chaiſe —	107	2	6

EXTRAS.

	£.	s.	d.
Carriage. Double-bow cranes —	2	15	6
Additional ſweeped-up fore end to the cranes	3	3	0
Carry over —	113	1	0

An

	£.	s.	d.
Brought over	113	1	0
An iron coach box fixed on the cranes	10	0	0
A raiſed hind end, with handſome ſhort blocks	3	0	0
A footman-cuſhion, with plated top and bottom frames, and hind ſtandards	7	18	0
Extra carved ornaments to ditto	5	0	0
Patent wheels, with moulded fellies	3	19	0
The body with round ſides	1	0	0
Two ſide and one back divided light	9	15	0
Lining of Morocco leather	6	0	0
Silk creſt-lace for the trimmings	5	0	0
Extra for the ſmall ſeaming laces, being of ſilk	2	12	6
Two ſets of feſtoon curtains, with ſide drapery	7	7	0
Venetian blinds in lieu of ſhutters	2	15	0
An extra ſet of Venetian blinds for the ſide and back lights	4	10	0
A ſet of glaſſes and frames for ditto	5	5	0
Four extra holders for glaſſes	2	8	0
Treble folding ſteps	2	10	0
A hammercloth, as deſcribed	17	17	0
Double-laced footman-holders, 3½ inches wide	2	4	0
Seventy feet of 5-8th plated moulding	9	12	6
Fifty-ſix feet of 3-8th ditto	4	18	0
Two ſcroll, and two tip ornaments, of ſilver	0	14	0
Two handſome head-plates of ſilver emboſſed	2	8	0
The hind body-loops on the whole outſide ſurface plated	3	13	6
The fore ditto, ditto	2	2	0
Four check-brace rings plated	0	16	0
A ſet of worm ſprings ditto	6	10	0
The inſide and outſide wheel-hoops ditto	10	6	0
A pole-hook ditto	2	2	0
Carry over	255	3	6

	£.	s.	d.
Brought over	255	3	6
The wood mouldings gilt, and picked out three colours, and otherways ornamented	5	0	0
Fifteen feet of a middling ornamented border, four inches wide, all round the pannel framings	13	10	0
The arms and creſts on the ſide-pannels, in large rich mantles, with coronets	6	0	0
High varniſhed pannels	4	4	0
The carriage varniſhed after painting	0	15	0
Whole buckles to the main and check braces			
A ſet of point-ſtraps, with plated buckles	0	8	0
French pole-pieces, with ditto	0	12	0
	£. 285	12	6

SECT. 6.

A SULKEY.

A SULKEY is a light carriage, built exactly in the form of a Poſt-chaiſe, Chariot, or Demi-Landau, but, like the Vis-à-vis, is contracted on the ſeat, ſo that only one perſon can ſit thereon, and is called a Sulkey, from the proprietor's deſire of riding alone. The advantage peculiar to this is the lightneſs in draught; and, by being ſo ſmall within the body, the paſſenger ſits more warm, and leſs incommoded by the jolting of the carriage. In the value of theſe carriages there is nothing reduced from that of the chariot, &c. but in the proportion of the materials, which are leſs in quantity, and make a difference of about one-twelfth leſs in the price than what is ſtated for the other carriages; therefore, the value of a Sulkey, finiſhed to any of the patterns deſcribed, may be aſcertained from either.

CHAP. V.

ON PHAETONS.

PHAETONS, for ſome years, have deſervedly been regarded as the moſt pleaſant ſort of carriage in uſe, as they contribute, more than any other, to health, amuſement, and faſhion, with the ſuperior advantage of lightneſs, over every other ſort of four-wheeled carriages, and are much ſafer, and more eaſy to ride in, than thoſe of two wheels.

The ſizes and conſtructions of Phaetons are more various than any other deſcription of carriages, which gives fancy a greater ſcope; but the ſizes are moſtly proportioned to the ſizes of the horſes for draught, whether by ponies, or one or two horſes; ſo that a ſeparate deſcription of the three ſizes of phaetons, built with perch and crane-neck carriages, of the beſt deſigns which are at preſent in uſe, will make it neceſſary to repreſent two of each ſize, viz. a perch and crane-neck, with the different ornaments and conveniences, making, in all, ſix deſcriptions, variouſly finiſhed, ſufficient to direct a choice, and aſcertain the value of almoſt every ſort of them. The form of the bodies, for either phaetons, curricles, or gigs, makes no difference in the price; the iron-work, or loops to the ſtep-piece, and gig bodies, the ſword-caſes, and doors, are the only things which make the prices vary any thing material. The ſhape for either body may be reverſed from the one repreſented, regarding only the ſize according to the intention of draught, whether with large horſes, galloways, or a ſingle horſe, adding or reducing the ornaments at pleaſure.

LARGE, OR HIGH PHAETONS.

AS by the ſize of the horſes for the draught, the ſize of the phaeton is moſtly regulated; a large phaeton is peculiarly convenient to thoſe who keep either a coach or chariot; as the ſame horſes which draw the one are of a ſize adapted to the other, and the greater variety of carriages may be kept without increaſing the number of horſes; the patterns, ſizes, and heights of thoſe phaetons are uſually followed by the public from ſuch as are introduced by perſons of high rank, and whoſe ſkill in driving, and judgment in carriages, are moſt diſtinguiſhed; the height of thoſe phaetons makes it neceſſary to add ſtrength to ſupport the weight, and are uſually, on that account, built as heavy as a common perch chariot; but, according to the preſent mode, they are not built of that extravagant height which they hitherto have been; it is uſual in thoſe high phaetons to have the bodies placed directly over the fore wheels, the principal advantage of which is in the command the driver has over the horſes, but are more difficult to mount and diſmount, and, on a ſhort lock, are more likely to be overturned than if the weight was ſuſpended between the four bearings or axletrees.

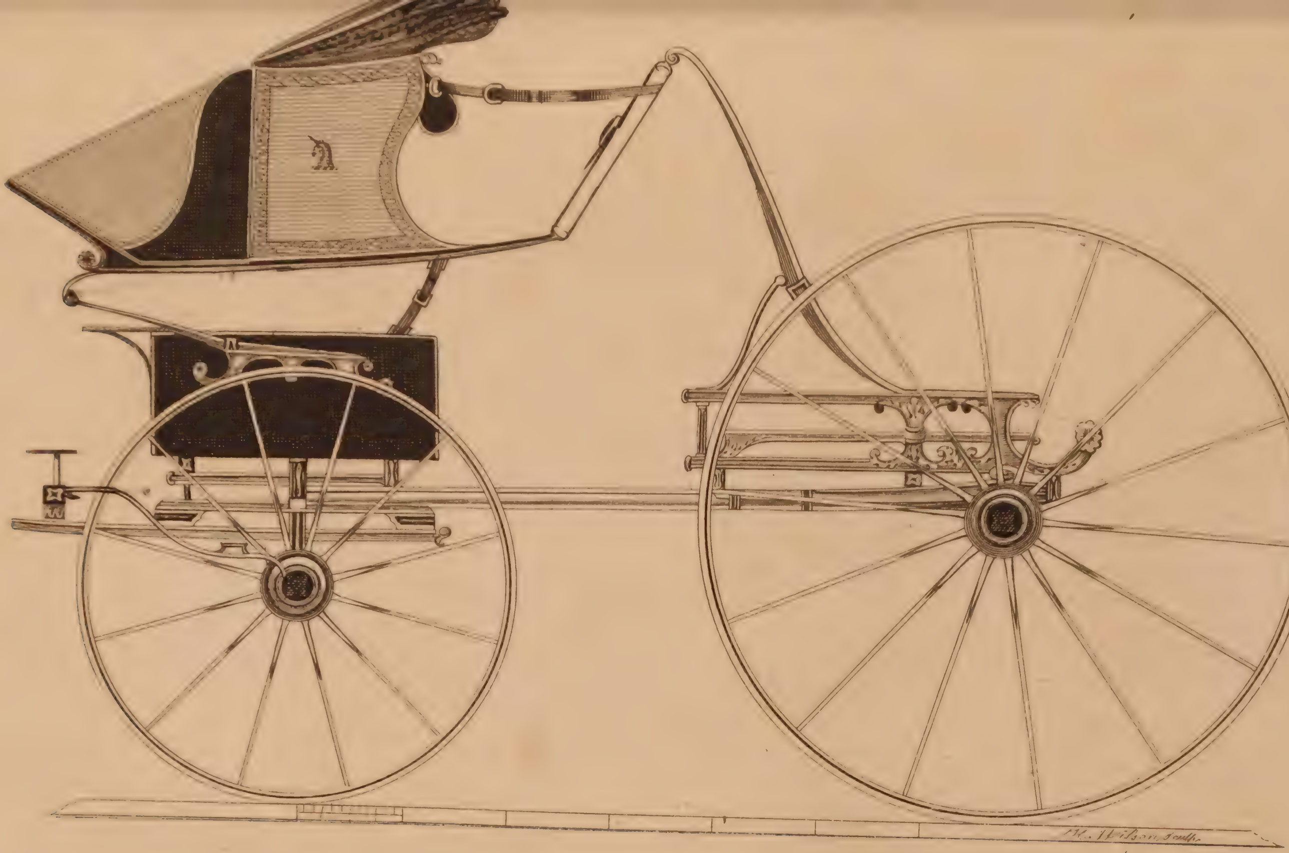
SECT. I.

A PERCH HIGH PHAETON.

PLATE XXXII.

A PHAETON with a perch carriage may be built on a larger ſcale than if with a crane-neck, and not be ſo heavy; the advantage of turning is not ſo great, yet the ſafety is greater, as the perch prevents the fore carriage from locking ſo far under as in crane-necks, whereby the danger of overturning is avoided, by having a large baſe for the fore-wheels to ſtand on. As the danger ariſes from the ſituation of the body being directly over the bearings of the fore axletrees, and when thoſe bearings are removed to a parallel with the centre of the carriage, as in crane-neck carriages they are, the

Plate XXXI


M. Wilson sculp.

ſafety then depends only on the chance of even ground, or that the weight of the body and paſſengers does not preponderate over the weight of the hind part of the carriage; the longer the carriage, the greater is the ſafety, by the ſpace being wider between the bearings.

DESCRIPTION.

THE *Carriage* is a perch, with the ſides plated with iron; a whole-wheel front; a ſquare trunk-boot; hind and fore ſpring-blocks; a hind platform, raiſed with blocks; ſtraked wheels; common axletrees and boxes.

The *Body*, a long-tail chair back, with ſham doors and ſword caſe; *lined* with ſecond cloth, and *trimmed* with two-inch lace; a ſquare, fixed *head*, lined with ſecond cloth; a large, fixed knee-boot; a ſliding ſeat-box; and a treble folding-ſtep for occaſional uſe. The *Plating* with *ſilver*, a half-inch moulding round the ſham doors, the front and back of the head, and on the knee-boot at bottom, and round the ſides of the trunk-boot; a pair of ſword-caſe half frames; and fancy device head-plates. The *Painting* picked out two colours, with a rich fillet round the pannels; the arms on the back, and creſts on the ſide pannels and foot-board, painted ſmall; the main and check *Braces* common; a pair of croſs check braces; and Engliſh pole-pieces.

PRICE.

	£.	s.	d.
Firſt charge for a large perch phaeton	47	19	6

EXTRAS.

	£.	s.	d.
The ſides of the perch plated with iron	2	10	0
A whole-wheel front	2	5	0
A ſquare trunk-boot	5	5	0
A hind platform raiſed with blocks	1	10	0
A pair of hind ſpring-blocks	4	4	0
A pair of fore ditto	1	0	0
Sham doors	0	15	0
A ſword-caſe	1	10	0
A ſquare, fixed head, lined with cloth	10	0	0
A knee-boot fixed on the footboard	2	4	0
A treble folding, or hanging ſtep	3	3	0
Thirty feet of plated moulding	3	7	6
A pair of half ſword-caſe frames	0	6	0
A ſet of fancy device head-plates	1	5	0
The painting of the body and carriage picked out one colour	1	5	6
Japanning the doors and ſword-caſe	0	10	6
Twenty-ſix feet of rich fillet painted round the pannels	3	5	0
The arms on the back, and creſts on the ſide pannels and footboard, painted ſmall	0	14	0
	£. 92	19	0

SECT. 2.

A LARGE CRANE-NECK PHAETON.

PLATE XXXIII.

THIS being more weighty than a perch phaeton, is more ſolid on its bearings, but as the body is hung over the fore bearings, or axletree, great care ſhould be obſerved in turning ſhort, leſt by the height of the body, and weight of the paſſengers, it ſhould overſet, which is the only danger to be apprehended from them; on every other account they are to be preferred, as being a pleaſant and eaſy vehicle to ride in, and, for appearance, has much the ſuperiority over every other kind of open carriages in uſe. They are peculiarly convenient for gentlemen to travel with, who are fond of driving; and as many conveniences for carrying luggage may be added, as would be neceſſary for a long journey, almoſt as many as to a travelling poſt-chaiſe. The expence for building ſuch a carriage, in the ſuperior manner, and furniſhing with conveniencies, is very great, and nearly on a par with the chariot.

DESCRIPTION.

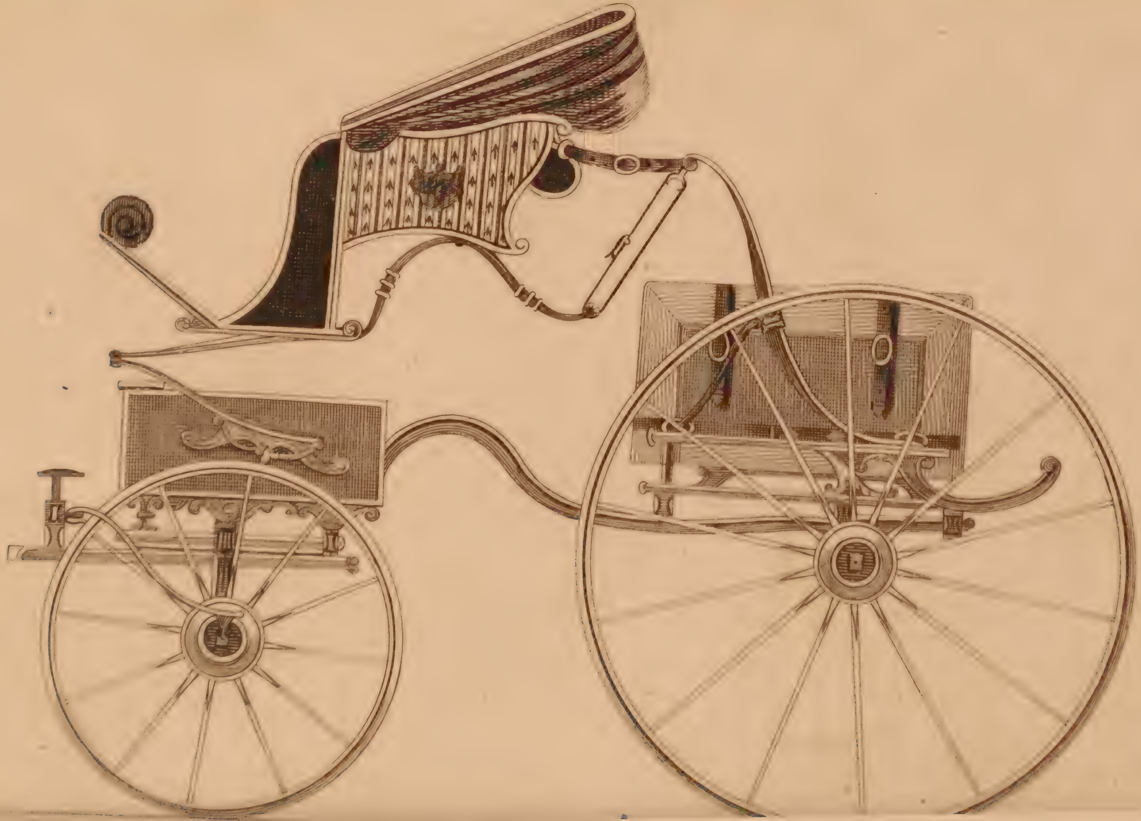
THE *Carriage* is a crane neck, with a ſquare trunk-boot, raiſed on neat carved blocks; a large platform budget behind, raiſed with blocks; large hind and fore ſpring-blocks, neatly carved; patent wheels with moulded fellies; patent cylinder axletrees and boxes.

The *Body*, a ſtep-piece with ſprings at the fore end; real doors; and a ſword caſe; a round head, made on a frame to take off, with a pair of wings to put on occaſionally; a knee-boot to take off, lined with ſuperfine cloth, and trimmed with a 2½ inch lace; a Wilton carpet; a double ſtep to hang on occaſionally. The *Plating* with *ſilver*, with ſmall 2-8th moulding, in double rows, all round the pannels, the door, and ſword-caſe ends. A large 5-8th moulding round the front of the head, the top and bottom behind, and round the ſides of the boot; ſix ſilver ſcroll ornaments; the check-brace rings; the collars, and ſtar bolt-heads of the body-loops: the outſide wheel-hoops; pole-hook and worm-ſprings, plated.

The *Painting* ornamented with rich ſtriping; mantles, with ſmall arms and creſt, on the pannels, which are highly varniſhed; the mouldings of the carriage picked out three colours; the ſword-caſe and doors japanned; the carriage varniſhed; the *Braces* common, with whole buckles; the pole-pieces French; a ſet of ſplinter-bars mounted with plated iron-work.

PRICE.

Plate XXXIII



PRICE.

	£.	s.	d.
Firſt charge for a large crane-neck phaeton	61	9	6

EXTRAS.

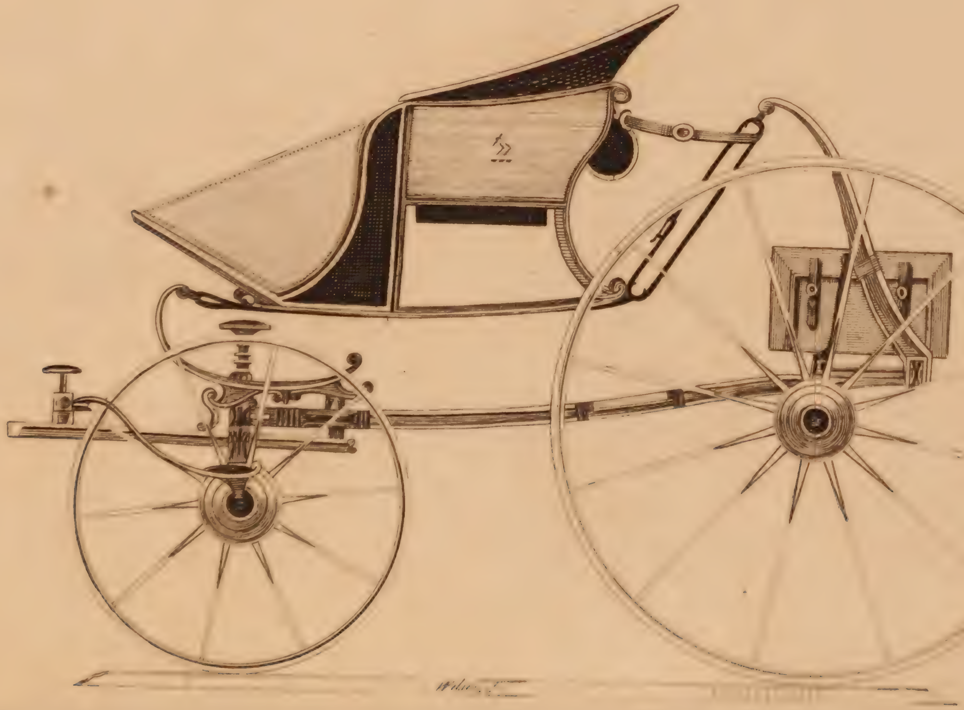
A ſquare trunk-boot	5	0	0
Neat fore budget-blocks	2	10	0
A raiſed hind platform	1	10	0
A platform or luggage-boot	8	0	0
Large hind ſpring-blocks	4	4	0
Large fore ditto	1	0	0
Patent wheels with moulded fellies	3	19	0
Patent cylinder axletrees and boxes	22	4	6
A ſet of ſplinter-bars	1	5	0
Real doors	2	0	0
A ſword-caſe back	1	10	0
A pair of ſingle elbow ſprings	1	0	0
A round head, lined with cloth, made on an iron frame	13	10	0
A pair of wings with plated frames	3	15	0
A knee-boot to take off occaſionally	2	4	0
A hanging-ſtep with double treads	2	2	0
The lining with ſuperfine cloth	2	0	0
Trimmed with a 3½ inch lace	0	10	6
Fifty feet of 2-8th plated moulding	3	6	6
Twenty-ſix feet of 5-8th ditto	3	9	6
Six ſilver ſcroll ornaments	1	4	0
Six check-brace rings plated	1	4	0
Four ſtar-heads to the body-loops, ditto	0	10	0
Four collars for ditto	1	12	0
A pair of worm-ſprings, ditto	3	0	0
A ſet of wheel-hoops, ditto, with caſed metal	3	0	0
A pole-hook, plated	1	18	0
Carry over	158	17	6

The

	£.	s.	d.
Brought over — —	158	17	6
The ferrels and loops for the ſplinters-bar, plated	1	15	0
The pannels painted with 9 feet of rich ornamented ſtriping — — —	4	10	0
Four ſmall mantles, with the arms and creſts in each — — —	2	12	0
The pannels high varniſhed — —	2	10	0
The mouldings of the carriage picked out three colours — — —	2	5	0
The carriage varniſhed — —	0	15	0
A pair of point-ſtraps — —	0	3	0
A pair of croſs check-braces —	0	10	6
French pole-pieces, with plated buckles —	0	12	0
	£. 174	10	0

MIDDLE-SIZED PHAETONS.

ALTHOUGH there are no eſtabliſhed rules for the ſize of phaetons, yet a proportion ſhould be obſerved according to the ſize of the horſes, whether fifteen, fourteen, or thirteen hands high; as the appearance of both ought to be conformable to each other, therefore a middling-ſized phaeton, to the middling, or galloway, ſized horſes, ſuits beſt; many perſons are very partial to this ſize of equipage, being leſs formidable in the appearance than the high, and more elegant than the low, phaeton; from the moderate ſize of them, they are, in general, called ladies' phaetons, and are beſt adapted



for their amuſement. Although there is no rule for hanging the bodies, yet, as they are called ladies' phaetons, in regard to their perſonal ſafety and eaſe, it is neceſſary to deſcribe ſuch a mode of hanging as ſhall effectually ſecure both.

SECT. 3.

A MIDDLE-SIZED PERCH PHAETON.

PLATE XXXIV.

SMALL horſes in a light carriage are more expeditious on their journies than heavy horſes with a heavy carriage, therefore a plain, light perch phaeton, with ſuitable horſes, is more likely to be expeditious, and leſs expence, if not incumbered with too many ſuperfluities.

DESCRIPTION.

THE *Carriage* a perch, with fore ſpring-blocks; a middle-ſized platform budget; ſtraked wheels; common axletrees and boxes. The *Body* a chair back, half panneled, with ſham doors and ſword-caſe; lined with ſecond cloth, and a two-inch lace; a Wilton carpet; a drop ſeat-box; a pair of wings; and a fixed knee-boot. The *Plating* with *ſilver*, a half a half-inch moulding round the doors, and on the footboard for the knee-boot; a pair of half ſword-caſe frames. The *Painting* plain, with a ſmall creſt and cypher on the pannels; the mouldings of the carriage picked out one colour; common *Braces*, and Engliſh pole-pieces.

PRICE.

	£.	s.	d.
Firſt charge for a middle-ſized perch phaeton	42	8	0

EXTRAS.

A pair of large fore ſpring-blocks	1	0	0
A middle-ſized platform budget	6	0	0
Sham doors	0	15	0
A ſword-caſe back	1	10	0
A drop ſeat-box	0	7	6
A pair of wings, middle-ſize	1	12	0
A fixed knee-boot, ditto	2	0	0
Sixteen feet of plated moulding for the doors and knee-boot	1	16	0
A pair of half ſword-caſe frames	0	6	0
The painting of the carriage picked out one colour	0	15	0
A ſmall creſt and cypher on the two ſide pannels	0	10	0
	£. 58	19	6

SECT. 4.

A CRANE-NECK MIDDLE-SIZED PHAETON.

PLATE XXXV.

TO unite ſafety with the other properties of a crane-neck carriage, is to ſuſpend the body behind the bow of the cranes, ſo that the weight may be between the bearings; this can only be effected by a longer carriage, whereby the command over the horſes is not ſo great, as if the body was more forward; yet it is otherwiſe preferable on account of its eaſe and ſafety, and thoſe who are partial to phaetons, and cannot drive, may have a fixed, or temporary, ſeat for the coachman, concealed in a budget, or as deſcribed in the plate; a long carriage is objected to by many perſons, on a ſuppoſition of a vaſt increaſe in the draught, which is erroneous: the only material increaſe is, the additional weight of the materials of the carriage, being ſomewhat longer, and of courſe made ſtronger than if otherways, to ſupport the weight: the increaſe of draught therefore is principally owing to the increaſe of weight, but the carriage has much the advantage in its appearance.

DESCRIPTION.

THE *Carriage* a crane-neck, with double-bow cranes; a raiſed hind end, on neat ſhort blocks, and a footman's cuſhion with a plated top edge; a trunk-boot, and large fore ſpring blocks; light chaiſe coach-box; double ſteps; hooped tyre wheels; common axletrees and boxes. The *Body* a tub-bottom ſhape, with ſham doors; lined with ſecond cloth, trimmed with a three-inch lace; a round, or waggon, fixed head and knee boot; a Wilton carpet; a ſliding ſeat-box; a driving-box; and a deep cuſhion, with a plaited, or puckered fall, trimmed with lace. The *Plating* with *ſilver*, a 3-8th moulding all round the ſham doors, the head, and footboard for the knee-boot; the check-rings, pole-hook, and wheel-hoops, plated. The *Braces* common, with an additional pair of croſs check ditto.

PRICE.

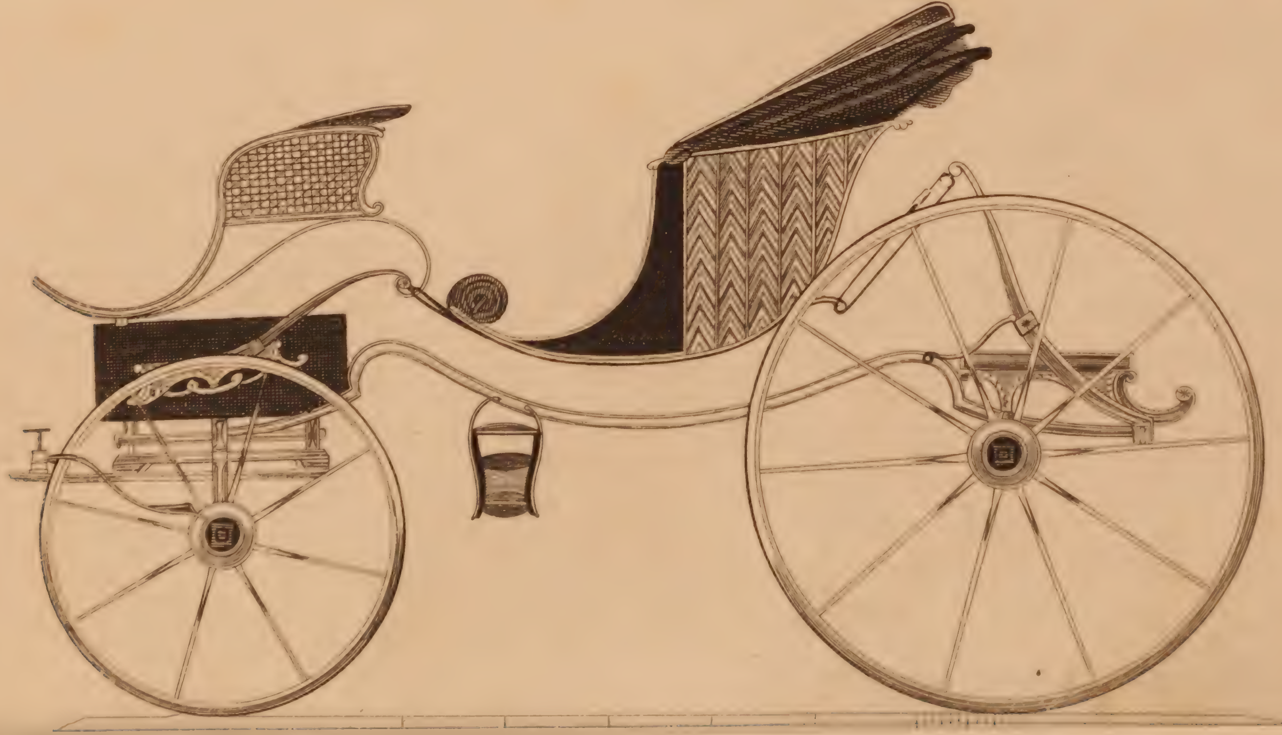
	£.	s.	d.
Firſt charge for a crane-neck middle-ſized phaeton —— —— ——	54	6	0

EXTRAS.

Carriage with double-bowed cranes ——	2	2	0
A raiſed hind end with neat ſhort blocks ——	2	5	0
A middle-ſized trunk-boot — ——	3	10	0
Carry over ——	62	3	0

* A light

Plate XXXV



	£.	s.	d.
Brought over	62	3	0
* A light chair coach-box	9	0	0
A pair of large fore ſpring-blocks	1	0	0
A footman's cuſhion plated at the top	2	18	0
Double ſteps	0	14	0
Hooped tyre wheels	1	5	0
Sham doors	0	15	0
A driving ſeat-box	0	10	6
Trimmings of a three-inch lace	0	7	0
A round, or waggon, head, lined with ſecond cloth	0	12	0
A knee-boot	2	0	0
The cuſhion made of an extraordinary depth, with a fall trimmed with lace	0	12	0
Thirty feet of 3-8th plated moulding	4	12	6
Six check-brace rings, plated	1	4	0
A pole-hook, ditto	1	18	0
A ſet of wheel-hoops, ditto with caſed metal	2	10	0
Eighteen ſquare feet of middling ornamented ſtriping of the zig-zag pattern on the pannels	6	5	0
The arms and creſts painted in mantles on the back pannels	0	18	6
The moulding of the carriage picked out two colours	1	11	6
French pole-pieces	0	6	0
A pair of croſs check-braces	0	10	6
	101	12	6

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* This being much ſmaller than what is uſed to poſt-chaiſes, 1l. ſhould be reduced from the original price, which is 10l.

SECT. 5.

PONEY, OR ONE-HORSE PHAETON.

PLATE XXXVI.

A PAIR of ponies from twelve to thirteen hands high are about equal for draught with a horſe of fifteen, and a phaeton of the ſame weight is equally adapted for either; excepting only, that each ſhould be built of a proportioned height, for the advantage of both horſe and driver. A low phaeton and a high horſe, are equally as abſurd as a high phaeton and a low horſe, yet timid and infirm people prefer low phaetons; the infirm, becauſe they are eaſy of acceſs; and the timid, becauſe they are more eaſy to eſcape from in time of danger, without conſidering that the danger often ariſes from not having a proper command of the horſe, when any accident occurs to ſtartle him. Thoſe phaetons are frequently deſigned for one horſe, or a pair of ponies, and ſometimes for one or two horſes alternately, a medium ſhould then be obſerved in the building, that it be neither too high for the ponies, nor too heavy for the one horſe; a pole and ſhafts are then neceſſary, the pole for the pair, as uſual, and the ſhafts for the ſingle horſe; but the ſingle horſe ſhould never be uſed without a breeching.

Plate XXXV

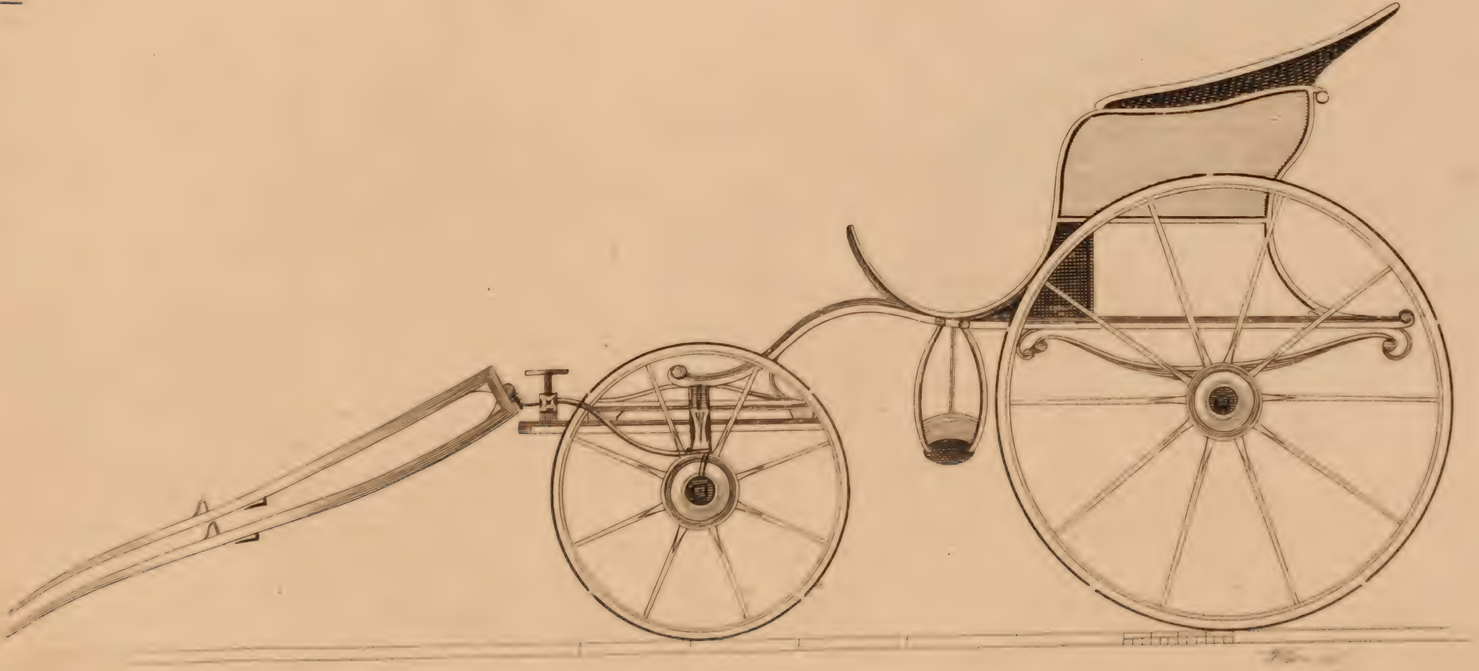
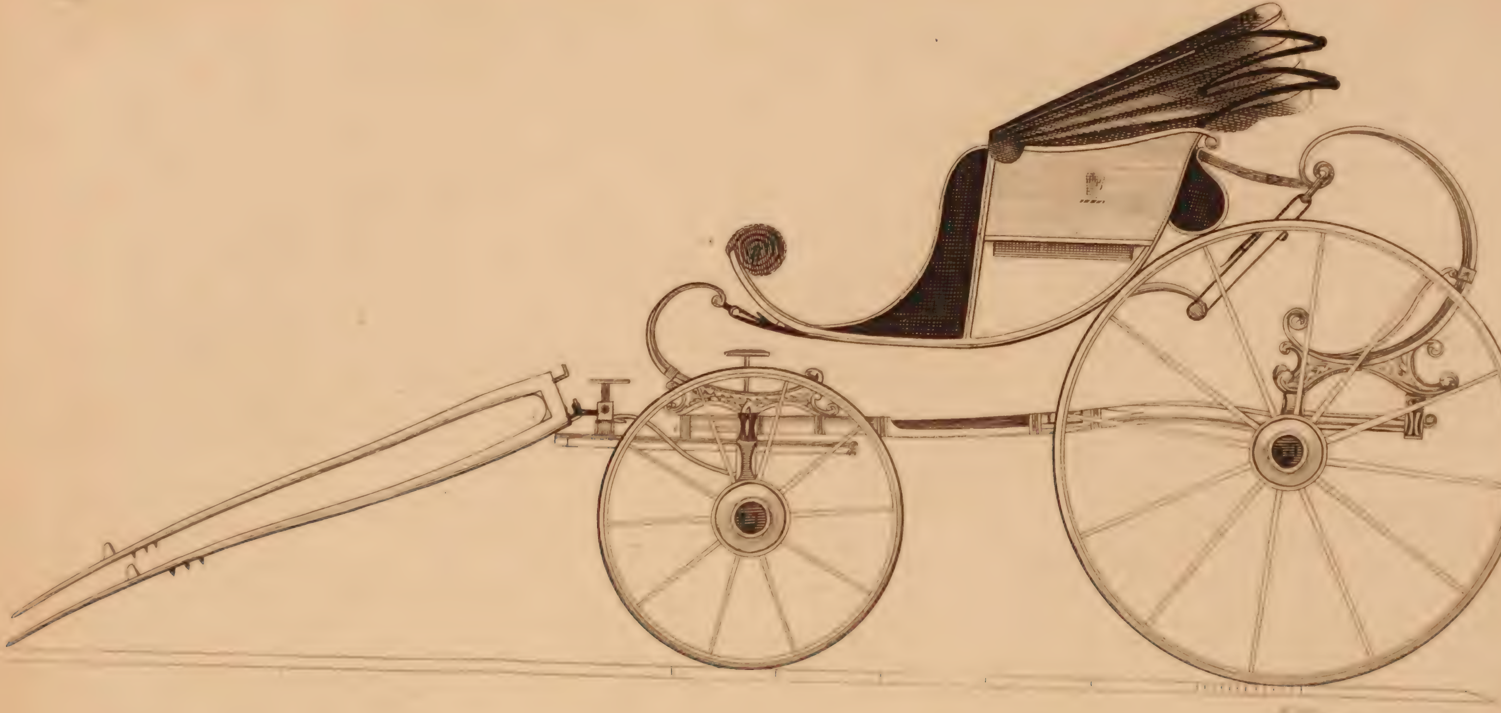


Plate XXX



Poney phaetons are pretty equipages, and are beſt adapted for parks only; for, by being ſo low, the paſſengers are much annoyed by the duſt, if uſed on the turnpike roads; and one-horſe phaetons, where one horſe only is kept, are much to be preferred to any two-wheeled carriage for ſafety and eaſe, but are heavier in draught; to allow for that, it ought to be built as light as poſſible to be ſafe with.

SECT. 6.

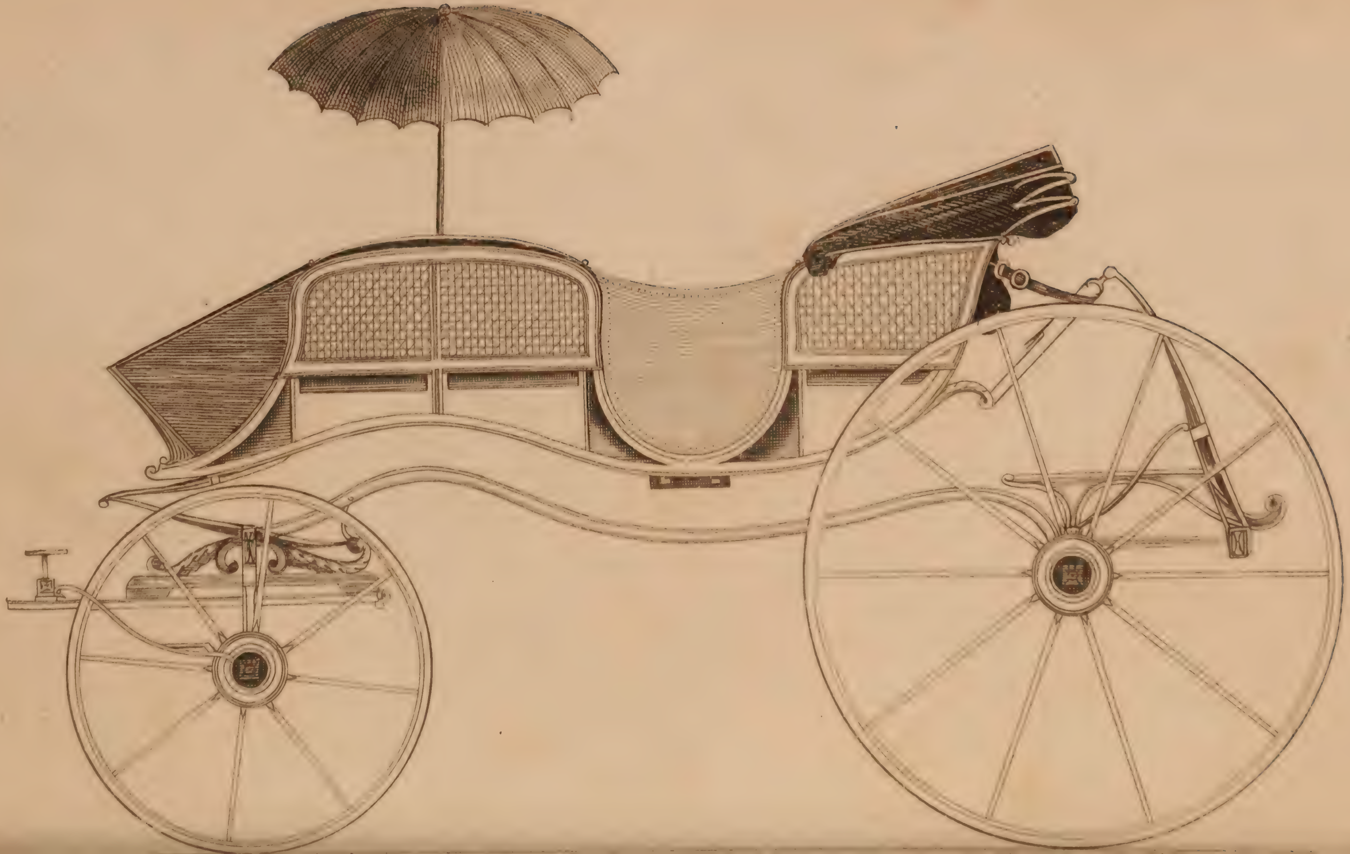
A LIGHT ONE-HORSE, OR PONEY BERLIN PHAETON.

PLATE XXXVII.

FOR a ſafe, light, ſimple, and cheap, four-wheeled phaeton, the Berlin is to be recommended in preference to any: it is a crane-neck carriage, with the body fixed thereon, at ſuch a diſtance between the bearings as to be perfectly ſafe. The crane necks are made of wood, and are called ſhafts, on which a half-panneled chaiſe is fixed, and the carriage is united to the hind axletree by a pair of graſshopper ſprings, on which depends the eaſe in riding; the only objection to it is, on account of the diſtance the paſſengers are from the horſe, which, though it gives but an indifferent command of his head, ſecures them from the danger of his heels. The ſhafts, or cranes, are alſo very liable to break at the bend, as it is nearly impoſſible to find timber that is grown to the ſhape; the chance of breaking ariſes from the grain being croſſed, by cutting it away to form the bow neceſſary for the wheels to paſs under, and are obliged to be ſecured by iron plates, which even ſeldom prove ſufficient: the value in its firſt charge may be conſidered equal to that of a ſmall perch phaeton, and by being more ſimple in it's principle, there is leſs occaſion for additions to be made in the expence.

DESCRIPTION.

THE *Carriage* a Berlin, with wooden cranes ſupported on graſshopper ſprings; two bars framed at the hind end; a whole wheel front; a pair of ſingle ſteps, and one-horſe ſhafts; ſtraked wheels; common axletrees and boxes. The *Body* a half-panneled whiſkey, or chaiſe; lined with ſecond cloth: trimmed with two-inch lace; an oil-cloth at the bottom; and a pair of wings. The *Painting* picked out one colour.



PRICE.

	£.	s.	d.
The firſt charge the ſame as a ſmall perch phaeton	37	8	0
EXTRAS.			
A pair of wings ——— ———	1	10	0
The mouldings of the body and carriage picked out one colour ——— ———	1	2	6
	40	0	6

SECT. 7.

A ONE-HORSE, OR PONEY PERCH PHAETON.

PLATE XXXVIII.

CARRIAGES built with iron cranes are moſtly too heavy for one horſe, or ponies, and perch carriages, on that account, are preferable; iron cranes being alſo more expenſive, become likewiſe an objection; a ſhort carriage for the purpoſe looks beſt, but affords little room for the hanging, unleſs the body is placed over the fore wheels, which is neither ſafe nor eaſy; the body between the bearings is much to be preferred, having both thoſe advantages, which is owing to the form and ſituation of the ſprings.

DESCRIPTION.

THE *Carriage* a perch, with ſhafts for one horſe, and pole, with pole-pieces, for a pair of ponies; the fore and hind ſprings of the ſcroll form, raiſed on neat blocks; a whole-wheel fore-end; ſtraked wheels, ten and twelves; common axletrees and boxes.

The *Body* a half pannel, tub-bottom ſhape; with ſham doors; a ſword-caſe; and a drop ſeat-box; lined with ſecond cloth, and trimmed with a-2½ inch lace; a Wilton carpet; a round, or waggon, fixed head, and knee-boot. The *Plating* with *ſilver*, a 3-8th moulding all round the ſham doors, the front and back of the head; and a pair of ſword-caſe frames. The *Painting* of the body picked out two colours; creſts painted on the ſide pannels.

PRICE.

	£.	s.	d.
The firſt charge for a ſmall-ſized perch phaeton	37	8	0

EXTRAS.

Pole and pole-pieces (beſides ſhafts)	1	5	0
A whole wheel front	1	10	0
Small hind ſpring-blocks	2	2	0
Large fore ditto	1	1	0
Scroll ſprings behind and before	2	2	0
The body with ſham doors	0	15	0
Ditto, with ſword-caſe back	1	10	0
Carry over	47	13	0

The

	£.	s.	d.
Brought over	47	13	0
The lining trimmed with a 2½ inch lace	0	2	6
The lining quilted	0	10	6
Round or waggon head	12	0	0
A knee boot	1	18	0
Thirty feet of 3-8th moulding	2	17	0
A pair of ſword-caſe frames	0	9	0
The painting picked out two colours	1	4	0
Two creſts on the ſide pannels	0	6	0
	£.67	0	0

SECT. 8.

A SOCIABLE.

PLATE XXXIX.

A SOCIABLE is a phaeton with a double or treble body, and is ſo called from the number of perſons it is meant to carry at one time. They are intended for the pleaſure of gentlemen to uſe in parks, or on little excurſions with their families: they are alſo peculiarly convenient for the conveying of ſervants from one reſidence to another.

The bodies may be conſtructed ſo as to hang on the carriage of a coach or chariot, after removing its own body, and no other expence is then incurred but that of the Sociable body itſelf, which may be made on a very ſimple plan, if it is only required for an occaſional convenience; but if the carriage is built with, and only for, the body, it may alſo be built very light and ſimple, although they carry many paſſengers; but as they are intended for country uſe only, and in fine weather, they need not be more heavy than a common phaeton, and a great convenience for large families may be formed at a little expence, except the duty.

DESCRIPTION.

THE *Carriage* is built the ſame as a large crane-neck phaeton, with a raiſed hind end, on ſhort plain blocks; large fore ſpring blocks; ſtraked wheels, ten and twelve ſpokes; common axletrees and boxes.

The *Bodies* are three in number, with drop ſeat-boxes to each, and a ſword-caſe to one; they are all built on one large bottom formed to the ſhape of the crane, and are in value the ſame as three ſingle tub-bottom chaiſe bodies. The ſides are cane inſtead of pannel; they are lined on the rails; with cuſhions on the ſeats, and ſeat-falls; trimmings plain; two oil-cloths for the bottom; a draw folding ſtep on each ſide; a ſquare fixed head to the hind end, a large jointed umbrella for the centre of the two fore ones; a common knee-flap for the front body; a large knee-flap, which buttons acroſs the four elbows, which covers the vacant ſpace between the two bodies. The *Painting* picked out one colour to body and carriage.

PRICE.

PRICE.

This differing from the common ſort of carriages, a firſt charge cannot be collected from the tables in this volume, but a reference to the ſeparate parts, which are ſtated in the other, will prove the value to be as here ſtated.

	£.	s.	d.
Body. Three tub-bottom ſhape chaiſe bodies	19	10	0
A ſword-caſe back	1	10	0
Three drop-ſeats	1	2	0
The lining for the three cane bodies of ſecond cloth, and plain trimmings	10	0	0
A ſquare fixed head	10	0	0
A jointed umbrella	2	2	0
Two middle-ſized knee-boots	4	0	0
Double ſliding ſteps to fold	3	0	0
Two oil-cloths for the bottom	0	15	0
Painting and picking out three cane bodies	3	16	0
Japanning a ſword-caſe	0	7	6
Carriage. A crane-neck large phaeton carriage	33	10	0
A ſet of ſtraked wheels, tens and twelves	6	5	0
A pair of plain blocks	1	10	0
A pair of large ſpring-blocks	1	1	0
A pair of main braces, four feet long, each 2½ inches wide, with plated half buckles	1	0	6
A pair of check braces	0	6	0
The painting of the carriage plain	1	15	0
	£. 101	10	0

Caned bodies are uſually lined on the top rails only, and then but one-third of the price ſtated for linings can be charged.

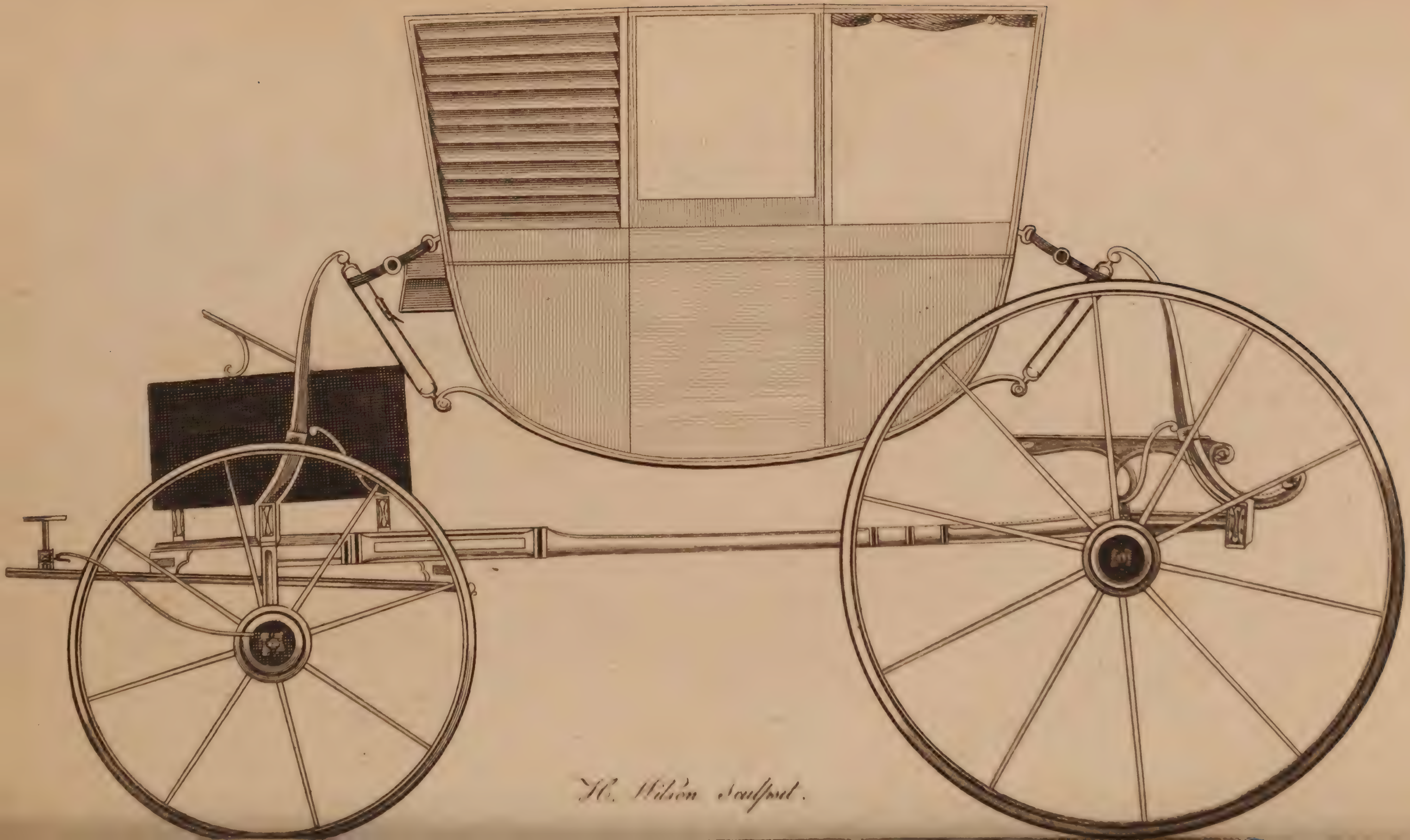
SECT. 9.

SHOOTING PHAETON.

PLATE XL.

THIS, like the Sociable, is an uncommon carriage, but alſo peculiarly convenient for the purpoſe deſigned, which is that of ſhooting from. Gigs have been commonly uſed for the occaſion, but this being more ſteady, and carrying more conveniencies than a Shooting Gig, is much to be preferred. There has not been many of them built, but as there is every reaſon to ſuppoſe that they may be found uſeful, the different views of them are here repreſented for the purpoſe of ſhewing their various conveniencies, and giving proper information concerning the manner of building them. The manner of hanging the body makes it not only eaſy but ſteady; and although deſcribed only for this, yet may be adapted to any other carriage.

The conſtruction of the carriage part is exactly like that of a phaeton. The body is a half-pannelled chaiſe, fixed on a platform, and of a ſufficient width for two perſons to ſit in; at a diſtance behind it is an encircled chair body, fixed on the ſame platform, which can only contain one perſon to ſit in. The bodies are placed at a convenient diſtance from



H. Wilson Sculpsit.

from each other, in order to give room between them for a ſunk bottom, or well, for carrying fowling-pieces or game. When uſed for ſhooting, the gentleman occupies the back ſeat, and the ſervant drives; at other times, the gentleman drives and the ſervant ſits behind. The ends of the well and boots are bevelled to each others form, for the advantage of room; in the boot the dogs may be carried, but their ſituation is more comfortable and eaſy under the ſeat of the fore body, which may be railed on purpoſe. They are uſeful carriages, at other times, to travel with, and the ſervant may (without riding on horſeback) be alſo carried in a ſituation that is proper, comfortable, and convenient at call.

THE DIFFERENT VIEWS OF THE SHOOTING PHAETON.

SEE PLATE XXXIX.

A. The Carriage. B. The Body, ſhewing its platform by a dotted line at Fig. 2, on which the bodies are framed. C. The driving body made of a width for two perſons. D. The ſhooting Body made of a width for one perſon only. E. The ſprings, which are of the double elbow, placed acroſs the bottom. F. The iron work to which the ſprings hang by ſhort iron loops. G. The bevelled boots. H. The well for the guns and game. I. The kennel for the dogs.

Fig. 1. The Side.
Fig. 2. The Top.
Fig. 3. The Front.
Fig. 4. The Back Views.

DESCRIPTION.

THE *Carriage* a middle-ſized perch phaeton; ſtraked wheels, ten and twelve ſpokes; common axletrees and boxes; a whole wheel front; two middle-ſized boots. The *fore Body* a half-pannelled chair, with a ſword-caſe and ſham door. The *hind Body* a low chair ſeat, covered round with japanned leather; each lined with cloth, and trimmed plain; both fixed on a long platform, in which there is a large well; an oil-cloth at the bottom of the fore body; ſmall wings to both; two pair of check *Braces*; four ſtrong compaſs-irons fixed to the ſides of the boots for the ſprings.

PRICE.

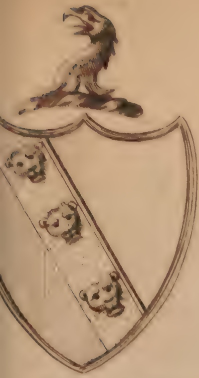


Fig 2.

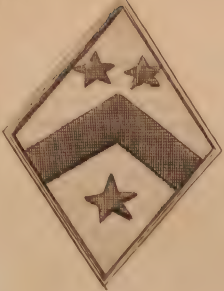
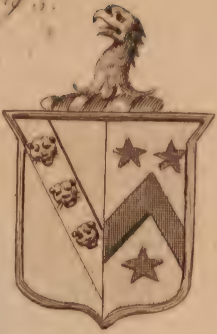


Fig 3.



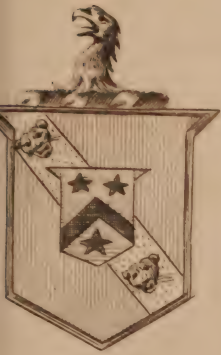


Fig 5.

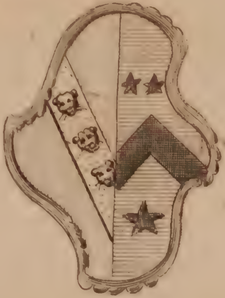
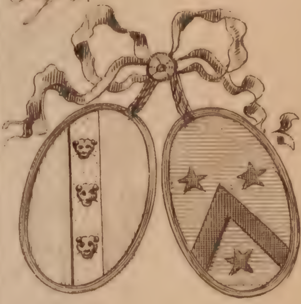


Fig 6.



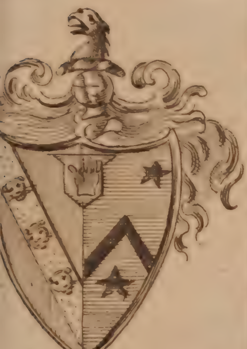


Fig 8.

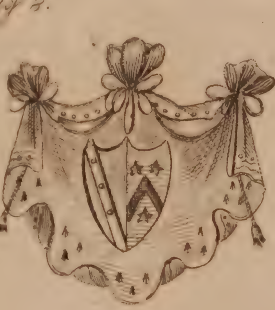
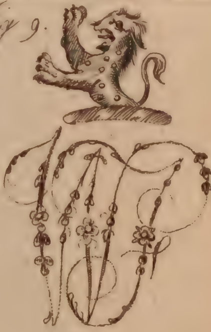


Fig 9.



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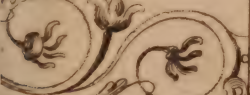


Fig 11.

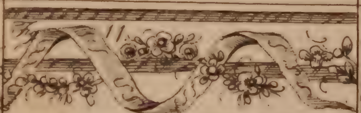
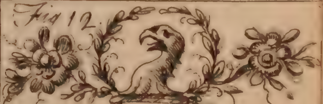


Fig 12.



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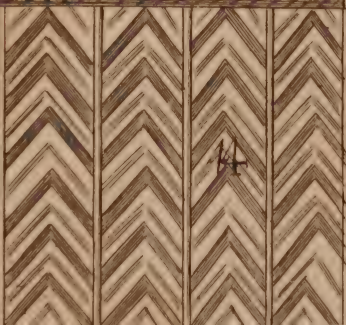

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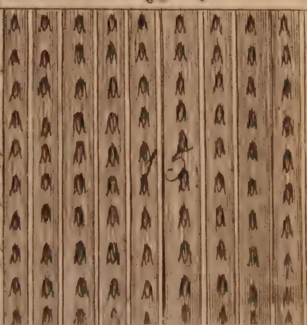


15

PRICE.

FROM THE FIRST VOLUME.

	£.	s.	d.
The carriage a middle-ſized perch phaeton	18	0	0
A ſet of wheels ſtraked tyre, ten and twelve ſpokes	6	5	0
A whole wheel-front	1	15	0
Two middle-ſized trunk-boots	7	0	0
Four ſtrong compaſs-irons for the ſprings to hang by	2	2	0
A platform-bottom for the two bodies, and a well at the bottom for the fowling-pieces	5	5	0
The fore body, a whiſkey	5	5	0
A ſword-caſe and ſham-doors to ditto	2	5	0
The lining the body with ſecond cloth, and plain trimmings	5	0	0
The hind body, a ſmall ſimple chair, with a plain lining	7	10	0
A pair of wings, ſmall ſize	1	10	0
An oil-cloth for the body	0	7	6
Painting the carriage	1	11	6
Painting the body the ſame as two whiſkeys	5	0	0
	£.66	16	0

CHAP.

CHAP. VI.

TWO-WHEELED CARRIAGES.

FOR lightneſs and ſimplicity two-wheeled carriages are preferable, but are leſs to be depended on for ſafety; the ſmallneſs of their price, and the difference of expence in the impoſed duty, are the principal reaſons for their being ſo generally uſed. They are not ſo pleaſant to ride in as phaetons, as the motion of the carriage frequently gives uneaſineſs to the paſſengers. Not having the advantage of the fore wheels, they are neither ſo ſafe in their bearings, nor ſo eaſy to turn about with, and are therefore inconvenient where the turnings are narrow. There are two deſcriptions of two-wheeled carriages; the curricle which is uſed with two horſes, and the chaiſe that is uſed with one horſe only. The one-horſe chaiſes are of different patterns, and are diſtinguiſhed by a variety of names, but moſtly by the gig and whiſkey, in which there is a material difference; but both the curricle and chaiſe, like other carriages, are finiſhed in various fanciful ways, agreeably to the taſte of the occupier, or the prevailing faſhion of the times.

The bodies of two-wheeled carriages are exactly the ſame as the bodies of phaetons, and either pattern of the bodies may be uſed to either carriage by the alteration only of the height or form of the ſprings.

SECT. I.

CURRICLE.

CURRICLES were ancient carriages, but are lately revived with conſiderable improvements; and none are ſo much regarded for faſhion as theſe are by thoſe who are partial to drive their own horſes; they are certainly a ſuperior kind of two-wheeled carriage, and, from their novelty, and being generally uſed by perſons of eminence, are, on that account, preferred as a more genteel kind of carriage than phaetons; though not poſſeſſing any advantage to be compared with them, except in lightneſs, wherein they excel every other, having ſo great a power to ſo ſmall a draught. They are built much ſtronger and heavier than what is neceſſary for one-horſe chaiſes, and the larger they are the better they look, if not to an extreme. They are often made to be uſed with one or two horſes, and are convenient when made ſo for travelling; for if, by accident, one horſe fails, the other may proceed with the carriage, as with a one-horſe chaiſe, having the harneſs alſo ſuitably contrived. It is only for occaſional purpoſes that it can be recommended, as a proper proportioned curricle for two horſes is much too heavy to be frequently uſed with one.

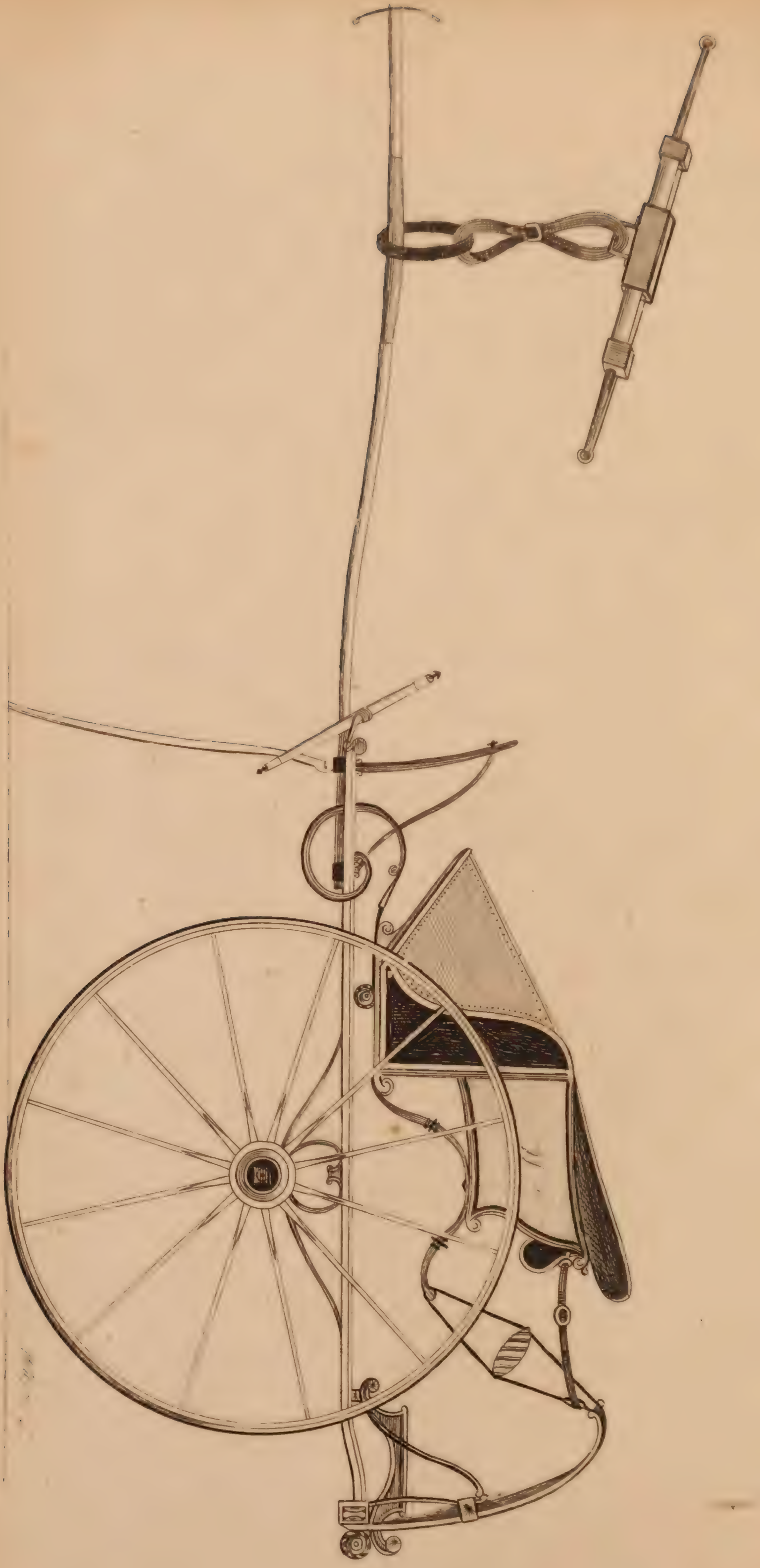
SECT. 2.

A CHANGEABLE CURRICLE, OR CURRICLE GIG

PLATE XL.

THIS is a kind of carriage which may be uſed alternately as curricle or gig, being lighter than a common curricle, and ſo may be uſed with only one horſe, and being longer in the carriage than a common gig, makes the appearance more uniform with that of a curricle, when uſed as ſuch. If this carriage is properly conſtructed, it need not be too heavy for one horſe, and a convenience is thereby obtained, to thoſe who keep but two horſes, of having one at reſt while the other is at work, ſo that a freſh horſe is always ready for uſe. Heads, trunks, and daſhing-leathers, look beſt for curricles when drawn by two horſes, but as they add to the

Plate



the weight, they may be ſo made, as to be eaſily removed when drawn by one.

DESCRIPTION.

THE *Carriage* made with ſhafts and a pole, for alternate uſe; a light daſhing leather in front; a ſmall platform-boot behind; ſtraked wheels; common axletrees and boxes. The *Body*, a ſtep-piece, with ſham doors, and ſword caſe; lined with ſecond cloth; trimmed with two-inch lace; a pair of wings, with plated frames; and a middle-ſized knee-boot. The *Plating* with *ſilver*, a 4-8th moulding round the ſham doors, on the footboard, and at the top of the ſword-caſe back. The *Painting* of the body and carriage picked out one colour, and creſts on the ſide pannels. The *Braces* in front placed round the fore ſprings, with jacks fixed on the bottom of the body; common pole-pieces.

PRICE.

	£.	s.	d.
Firſt charge for a curricle made a gig	39	13	9
EXTRAS.			
A daſhing-leather in front	2	10	0
A ſmall platform-boot behind with wood ſides	3	0	0
Sham doors	0	15	6
A ſword-caſe back	1	10	0
The trimming of a 2½ inch lace	0	3	6
A pair of middle-ſized wings, with plated frames	3	2	0
Carry over	50	14	3

	£.	s.	d.
Brought over	50	14	3
A middle-ſized knee-boot	2	0	0
A pair of ſword-caſe frames	0	9	0
Twenty feet of 4-8th moulding	2	5	0
The body and carriage picked out one colour	0	19	6
Japanning the doors and ſword-caſe	0	10	6
Two ſmall creſts on the ſide pannels	0	6	0
Five feet of two-inch brace for the fore ſprings	0	10	0
A pair of ſmall ſpring-jacks	0	15	0
	£. 58	9	3

SECT. 3

A FIXED OR PROPER CURRICLE.

PLATE XLI.

THE proprietors of this ſort of carriage are in general perſons of high repute for faſhion, and who are, continually, of themſelves, inventing ſome improvements, the variety of which would be too tedious to relate; thoſe only will be noticed which are beſt calculated for eaſe and ſafety; the whole weight of the carriage reſting on the pole, it principally depends on it for both; and to it the contrivances are moſtly applied, either to relieve it from the weight of the carriage, or give eaſe to the rider, which may be done by ſprings, or a rope, fixed to, or a joint in, the pole; as there is ſomething of novelty in the uſe of the rope to theſe carriages, it is the moſt prevalent contrivance in uſe. To hanging the body of a curricle with eaſe, every attention ſhould be paid, and it is moſtly with high, light ſprings, and long braces, that this is effected, with the body low between the framings of the carriage, which is built long and ſtrong; ſuch a curricle is the moſt faſhionable in uſe.

DESCRIPTION.

THE *Carriage* a Curricle, for two horſes only; a daſhing-leather in front; a ſmall-ſized platform-budget behind; the new-pattern cylinder axletree and boxes, the axletree cranked or bent to admit the body hanging low; patent wheels, with moulded fellies; a long rope, united with a double brace and buckle at the fore end of the pole, and a ſingle brace at the other end, which is fixed to a jack on the axletree, and, by means of the brace and jack, the rope is drawn very tight; near the bearing, a piece is buckled cloſe between the pole and the rope, and keeps it at a proper diſtance, by this contrivance the pole is releaſed from the weight; and, by the elaſticity of the rope, the rider has more eaſe; and, by the preſſure of the weight on the rope, which is fixed on the axletree, it is of ſome advantage to the draught.

The *Body* a chair back, with ſham doors, and a ſword-caſe ; long ſprings fixed underneath, and hung to the inner fore bar by a loop ; lined with a ſecond cloth, and trimmed with a three-inch lace ; quilted ſides ; and an extra deep cuſhion ; a driving-box ; a round or waggon head, with curtains ; and a knee-boot of a middle ſize. The *Plating* with *ſilver*, a ſmall-ſized quill, or 2-8th ſize moulding, in double rows, round the ſides of the pannels and doors ; a 4-8th moulding on the bottom edge of the bottom ſides, round the head, and on the knee-boot ; a pair of ſword-caſe frames ; four ſilver ſcroll ornaments ; a pair of plated check-brace rings ; a pair of plated worm-ſprings, and a pole-hook ; the joints of the head plated. The *Painting* of the carriage picked out three colours ; the pannels high varniſhed ; the doors and ſword-caſe japanned ; arms, creſts, and mantles, on the three pannels ; and a pair of croſs check braces.

PRICE.

	£.	s.	d.
Firſt charge for a curricle	37	10	6

EXTRAS.

A platform budget	4	0	0
A daſhing leather	2	10	0
New pattern cylinder axletrees and boxes	8	10	0
Patent wheels with moulded fellies	2	0	0
Carry over	54	10	6

A crank

Plate XLI.

	£.	s.	d.
Brought over	54	10	6
A crank axletree	1	0	0
The rope and apparatus	3	3	0
Sham doors	0	15	0
Sword-caſe back	1	10	0
A pair of elbow ſprings, three feet long	3	10	0
The trimmings of three-inch lace	0	5	0
Quilted lining	0	10	6
Extra for a deep cuſhion and plaited fall, trimmed with lace	0	8	0
A driving-box	0	12	0
A round head, lined with cloth	12	0	0
Cloth curtains for ditto	0	18	0
A middle-ſized knee-boot	2	0	0
Fifty feet of 2-8th moulding	3	2	6
Thirty feet of 4-8th ditto	3	7	6
A pair of ſword-caſe frames	0	9	0
Four ſilver ſcroll ornaments	0	16	0
A pair of check-brace rings, plated	0	8	0
A pair of worm-ſprings, ditto	3	0	0
A pole-ring, ditto	2	12	0
The head-joints, ditto	8	8	0
	£. 103	5	0

SECT. 4.

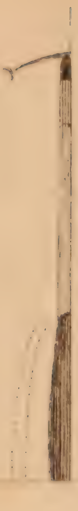
THE NEW-PATTERN CURRICLE.

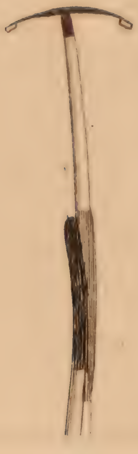
PLATE XLII.

FROM the novelty of curricles the number of them is daily increaſing, and like every other thing, which is a prevailing faſhion, excites the ſpeculation of ingenious men to alter and improve.

Curricles, which are only drawn by two horſes, cannot be materially injured in the draught by the additional weight of ſprings, and other conveniencies, which are intended either to give eaſe, or make the carriage more ſecure to travel with, thoſe are the apparent properties of the patent Curricles, but as they have been ſo lately conſtructed, a poſitive proof of their real or ſuperior advantages over the other ſort cannot as yet be aſcertained, with ſufficient accuracy, ſo as to juſtify a full recommendation, further than that the mechanical ingenuity in the conſtruction of them merits a trial from thoſe whoſe circumſtances can afford the increaſed difference of expence, which, with their being alſo more complicated, and thereby more ſubject to be out of order, are, at preſent, the only likely

Plate XLII.





likely objections to hinder their general uſe; but both theſe objections, by experience and practice, may be removed; yet, as they are not common, nor likely to be ſo from the great difference of price, they may, on that account, be preferred by a few perſons who chuſe to appear diſtinguiſhed.

DESCRIPTION.

THE material difference of this Curricle from others, is in the carriage part only, and that chiefly at the fore end, where there are both ſhafts and pole for a double ſecurity, ſo that if the pole ſhould break, the ſhafts may ſupport the carriage. The ſhafts A. are united to the fore bar B. with ſtrong joints at C. for the purpoſe of extending outwards. The fore bar and ſhafts are formed to the ſhape of the horſe, and ſtrengthened in the bend with ſtrong iron plates at top and bottom, and alſo with broad flat plates at the ſides, fixed on the outſide of the fore bar, and main ſide of the carriage, to ſtrengthen the framings; each main ſide has a piece of about five inches cut out at D. and are ſupported together by flat ſpring-plates E. at the top and bottom, fixed with a bolt through each diviſion F. and G. the purpoſe of which is to leſſen or eaſe the motion of the carriage by the trotting of the horſes; the fore ſprings H. are not fixed to the fore part of the carriage as uſual, but to the axletree, and has a long tail, I. extending backward, which is united with a ſtay, K. which clips the eye at the loop, and is fixed to the bottom of the axletree; a bottom ſtay, L. the ſame as common, fixes the carriage to the axletree, which is ſupported by a raiſer, or block, between each. At the bottom of the body a double ſtay body-loop is fixed, and hangs to a brace which goes along the back of the ſpring, and is fixed in a jack, P. at the hoop, a ſmall ſpring plate, Q. is fixed to the fore bar for the check braces, which is fixed to the bottom, or body-loop ſtay; a compaſs ſpring plate, S. is fixed to the hind ſpring ſtay head, with a loop at the top for the hind check braces to paſs through, which is fixed to a loop at the ſtay head: the hind part is moſtly hung, as common, from whip ſprings by long braces, which are fixed by ſpring jacks, having alſo worm, or ſpiral, ſprings between them.

The draught ſometimes is taken from roller-bolts fixed on the fore bar, the ſame as the coach or chariot ſplinter-bars, but are moſtly from ſhort ſplinters, which are curved to the ſhape of the fore bar, and are each fixed to the axletree by a long trace, V. which makes the draught more ſteady and eaſy, than if taken from the fore bar, as uſual.

There is alſo another pattern Curricle, made on a principle ſomething ſimilar to this, but with ſome pretended improvement, the principal object of which is to do away the neceſſity of the pole, the ſliding-bar, and the props, by having two pair of ſhafts, in which the horſes are ſeparately placed, and are ſupported by the harneſs in the ſame manner as one-horſe chaiſes uſually are; thoſe ſhafts act on a ſemi-circle, at the fore part of the carriage, inſtead of rule joints, and at about the middle are jointed with ſpring joints, for the points to be turned down in the manner of a claſp knife, to form a reſt for the carriage inſtead of the prop; and alſo, that if one of the horſes ſhould fall, the points of the ſhaft fall with him without injury, or incommoding the other horſe, further than ſtopping him, in conſequence of the accident.

By what is repreſented of the former new-pattern Curricle, the principle of this may be eaſily explained. The dotted line deſcribes in what manner the ſhafts turn down, and how they become a ſubſtitute for the pole.

The price for either of the two may be reckoned, as an advance for the invention, of from 40 to 50l.

From the complexity and expence of both patterns, it is much to be doubted if either ever becomes general; yet as a few of them are in uſe, it is neceſſary to ſatisfy the public with a deſcription, without injuring the proprietors or public, by detracting from, or recommending either, in preference to the common ſort.

The proprietors of each invention make alterations upon every one they build, ſo that theſe deſcriptions cannot be expected to be ſo correct in every particular, yet the principle of both is nearly deſcribed.

CHAP. VII.

ON GIGS.

GIGS are one-horſe chaiſes, of various patterns, deviſed according to the fancy of the occupier; but, more generally, means thoſe that hang by braces from the ſprings; the mode of hanging is what principally conſtitutes the name of Gig, which is only a one-horſe chaiſe of the moſt faſhionable make; Curricles being now the moſt faſhionable ſort of two-wheeled carriages, it is uſual, in building a Gig, to imitate them, particularly in the mode of hanging. The Gig moſtly hangs from the middle of the hind pillars, and is built as light and eaſy as poſſible; all one-horſe chaiſes, that are neat and fancifully conſtructed, are named Gigs, and called by the name that the body is diſtinguiſhed by; ſuch as a ſtep-piece, a tub-bottom, or a chair-back Gig, &c.

SECT. I.

A CHAIR-BACK GIG.

PLATE XLIII.

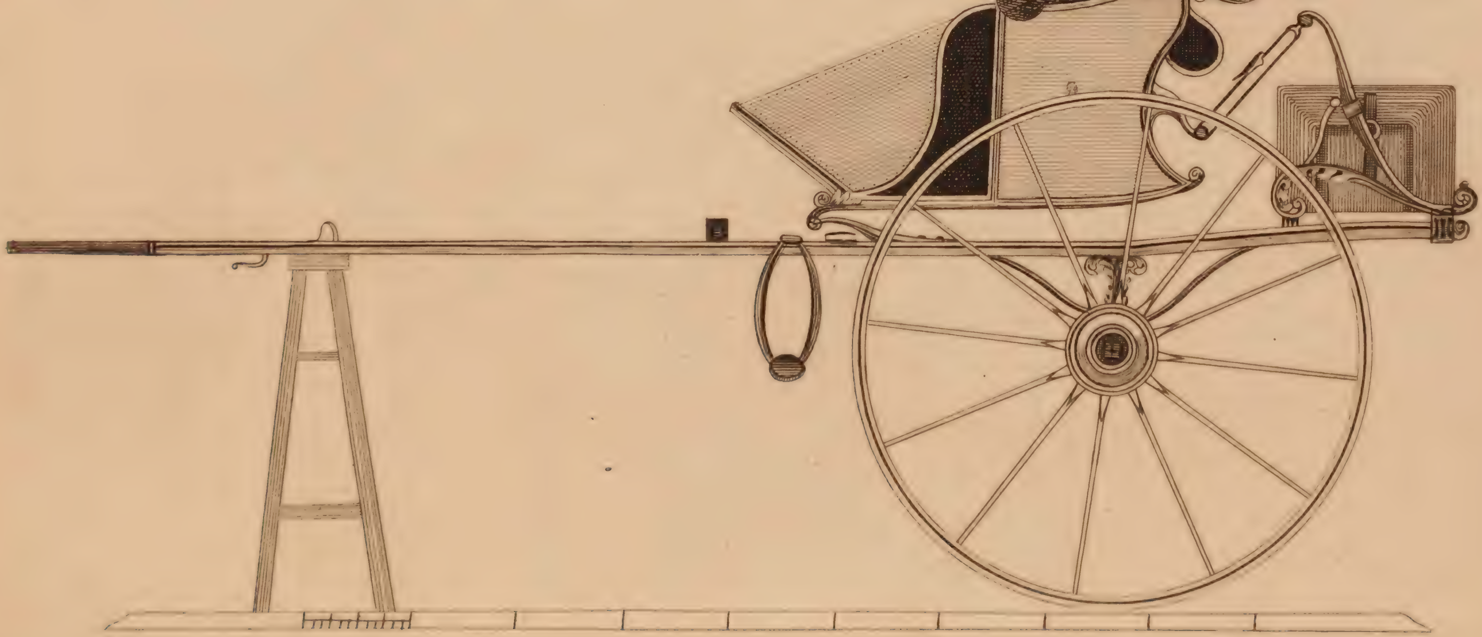
INDEPENDENT of faſhion, this is the neateſt ſort of a one-horſe chaiſe in uſe, and affords much room for luggage, both in the body and on the carriage. To burthen a one-horſe chaiſe with ſuperfluous weight is very improper; but as it is only on neceſſary occaſions that luggage may be wanted, the conveniencies for carrying them may always remain, without being of much incumbrance, and the carriage has a more genteel appearance thereby. Fixing the body to the fore ſprings prevents its being ſo eaſy to ride in, as if it were hung by braces, or by ſprings fixed under the body; but that the difference may be underſtood is the reaſon of its being thus repreſented, as they are frequently ſo built.

DESCRIPTION.

THE *Carriage* with a pair of hind ſpring-blocks; a ſmall platform-budget behind; ſtraked wheels; common axletrees and boxes.

The *Body* a chair back, with ſham doors, and ſword caſe; lined with ſecond cloth; trimmed with

Plate XLIII



with 2½ inch lace; a ſliding ſeat-box, and a carpet; a round fixed head, and a knee-boot of a ſmall ſize; a ſmall platform-budget. The *Plating* with *ſilver*, a 4-8th moulding round the ſham doors, the head and knee-boot; a pair of ſword-caſe frames. The *Painting* of the body and carriage picked out one colour; the arms on the back, and the creſts on the two ſide pannels. The *Braces* common.

PRICE.

	£.	s.	d.
Firſt charge for a Gig	31	14	6

EXTRAS.

A pair of ſmall hind ſpring-blocks	2	2	0
A ſmall platform-budget, with wood ſides	3	0	0
A ſword-caſe back	1	10	0
Sham doors	0	15	0
Trimmings 2½ inches wide	0	2	6
A round head lined with ſerge	10	0	0
A ſmall knee-boot	1	18	0
Thirty feet of 4-8th plated moulding	4	2	6
The mouldings of the body and carriage picked out one colour	0	19	6
Japanning the doors and ſword-caſe	0	10	6
The arms and the two creſts	0	11	0
	£. 57	5	6

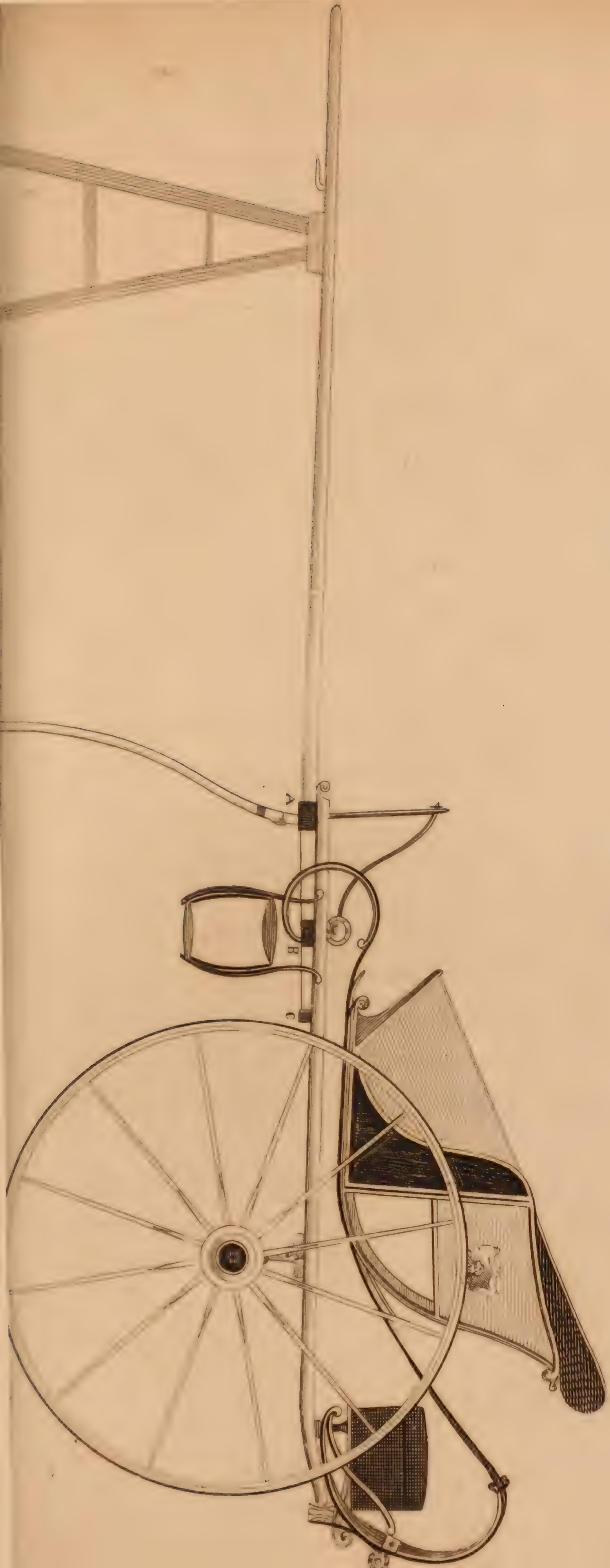
SECT. 2.

THE GIG CURRICLE.

PLATE XLIV.

THE two-wheeled carriage, which is intended to be principally uſed with one horſe, and only as by chance with two, ſhould not be built more heavy than the common Gig, and the ſhafts ſo contrived, as when placed together, they may form a pole, which will ſave incumbrance, and be always ready, on any emergency, for the carriage to be converted to either purpoſe. As the pole requires to be of a much greater length than the ſhafts, it has been common to have an additional ſocket end, to fix on the ſhafts; but as that is an incumbrance to travel with, it is beſt to have the ſhafts of a length ſufficient to anſwer the purpoſe of a pole, which is done by having three ſockets on the carriage, A. B. C. inſtead of two, for the ſhafts to be fixed in to a greater length, and the two middle ſockets for the pole ſhould be made to receive the ſhafts at thoſe parts which fit to the two hind ſockets, B. and C.; and the pole-ring to fix on the points of the ſhafts, when united as a pole, which makes all ſnug, and eaſy to change about for either purpoſe.

Theſe Curricles are very convenient where the roads


A
B
C
4

roads will not admit horſes abreaſt, as all the apparatus may be eaſily reverſed, for the horſes to draw in team.

DESCRIPTION.

The *Carriage* a gig curricle, with a ſmall trunk-boot behind, raiſed on ſmall plain blocks; a light daſhing-leather in front, with a pocket; C-formed plain ſprings behind, French-horn ſprings before, with jacks to both; and a long ſingle main brace, which goes round each ſpring, along the bottom of the body, and fixed only to the jacks, by which the body is raiſed or lowered, and removed either backward or forward at pleaſure, which makes the riding very eaſy; double ſteps; common axletrees and boxes.

The *Body* a long-tail, tub-bottom, half-pannelled Gig, lined with leather, and plain trimmings; a drop ſeat-box; a Wilton carpet; ſmall wings; and knee-boot. The *Plating* with *braſs*, a 3-8th moulding all round the framing, and for the knee-boot; a pair of wing-frames; four check-rings: and a pair of nave wheel-hoops plated. The *Painting* ornamented with 1½ inch plain border; a ſmall mantle on the three pannels, with the creſts in each; the painting picked out one colour. The *Braces* twelve feet additional length.

PRICE.

PRICE.

	£.	s.	d.
Firſt charge for a Gig Curricle	36	3	0

EXTRAS.

A ſmall trunk-boot	2	10	0
A pair of ſmall plain blocks	1	0	0
A light daſhing-leather, with a pocket	2	0	0
Two pair of ſmall ſpring jacks	1	10	0
A pair of double chaiſe-ſteps	0	14	0
Leather lining	2	0	0
A ſmall knee-boot	0	18	0
A pair of ſmall wings	1	10	0
Forty-four feet of 3-8th moulding	0	18	0
Four check rings	0	8	0
A pair of nave wheel-hoops	0	12	6
Twenty feet of 1 ½ inch plain border	1	10	0
Three ſmall mantles, with creſts in each	1	4	0
Twelve feet of two-inch main-braces extra	1	4	0
	£. 54	1	6

CHAP. VIII.

WHISKIES OR CHAIRS.

WHISKIES are one-horſe chaiſes of the lighteſt conſtruction, with which the horſes may travel with eaſe and expedition, and quickly paſs other carriages on the road, for which they are called Whiſkies. The principles on which they are built are the moſt ſimple and light; any thing which adds to the weight or complexity ſhould, in this carriage, be particularly avoided; to give eaſe in riding, and lightneſs in draught, are the main objects which ought to be attended to; they, being principally intended for lightneſs, need not be furniſhed with that extraordinary number of ſprings which are uſed for other carriages, and from which the bodies are ſuſpended; the ſprings of this carriage are fixed on the axletree, and on the ſprings the carriage is placed, and with the carriage the body is united, ſo that all the dependence for eaſe is on the ſprings from the axletree, which, if properly manufactured, and of ſufficient length, gives as much eaſe to the rider as thoſe which are differently formed, and, in ſome inſtances, more, as they are not ſubject to ſuch frequent vibrations as are in others ſo frequently experienced. They are now the moſt prevailing faſhion of two-wheeled carriages, and are lighter and cheaper than any other.

SECT. I.

A CANE WHISKEY,

PLATE XLV.

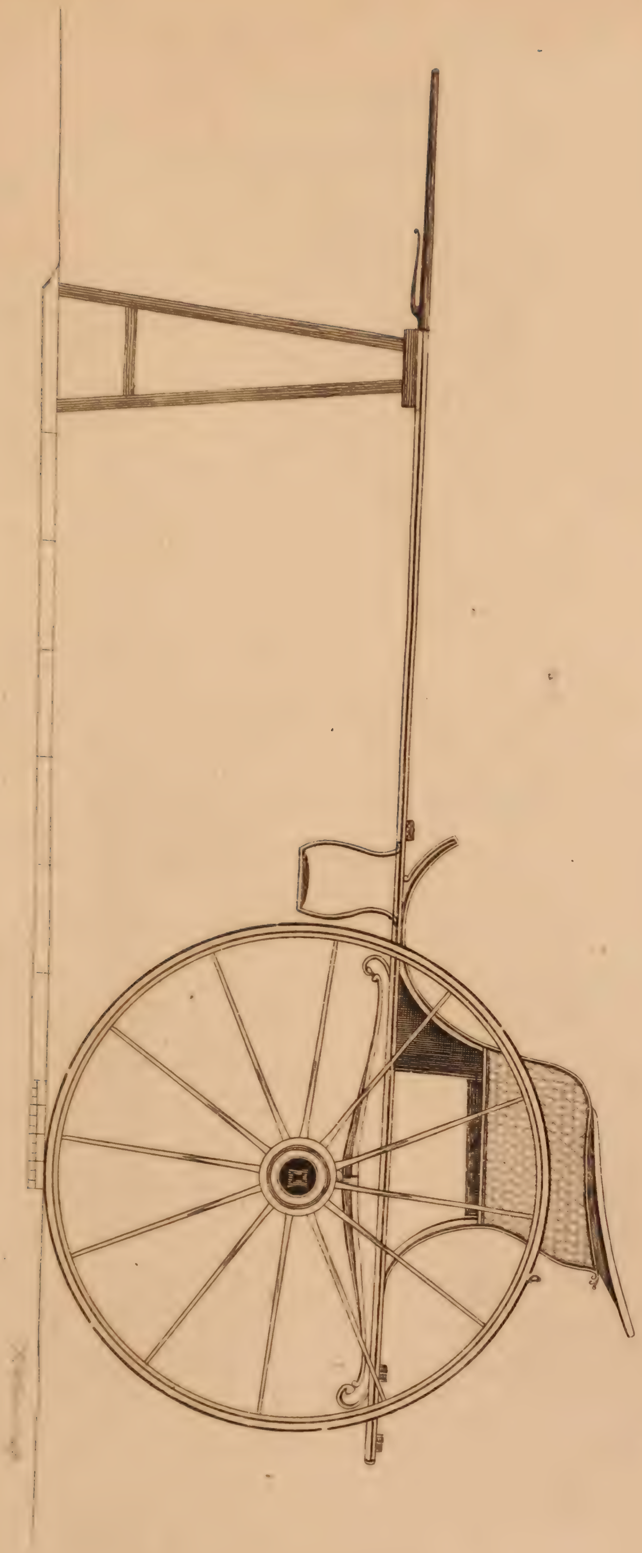
CANE Whiſkies are the lighteſt and cheapeſt of all others, and have, for ſummer uſe, a light, airy appearance; they are not ſo ſtrong as pannel bodies, but are leſs in the expence for painting and lining, and are principally intended for country uſe in fair weather; ſo that heads and knee-boots, which add to the weight and expence, are judiciouſly avoided; but if found neceſſary to have them, the whiſkey ſhould be built ſtronger than otherwiſe.

DESCRIPTION.

THE *Carriage* plain; common axletrees and boxes; ſtraked wheels. The *Body* cane, with a drop ſeat-box; lined with ſecond cloth; the top rails only trimmed; a pair of ſmall wings. The

Painting

Plate XLV.



Painting of the body and carriage picked out one colour.

PRICE.

	£.	s.	d.
Firſt charge for a cane whiſkey — —	22	12	6

EXTRAS.

A drop ſeat-box — — —	0	7	6
A pair of ſmall wings — —	1	10	0
	£. 24	10	0

SECT. 2.

A HALF-PANNEL WHISKEY.

PLATE XLVI.

THIS carriage is built exactly like the laſt, excepting with pannels inſtead of cane-work, and is lined throughout with cloth; the pannels are a great addition to the ſtrength, and it is therefore better to beſtow on it the expence of a head, a knee-boot, or whatever other conveniencies may be found neceſſary, than on the other chaiſe; it being a light, ſmall carriage, to load it with much luggage would not only ſpoil the appearance, but injure the carriage for uſe; yet it may be urged that, as they are of ſo light a draught, more conveniencies than in other chaiſes may be carried with it, without being more heavy in draught, but they ſhould be judiciouſly placed, according to the ſtrength, and on ſuch parts of the carriage as are beſt ſuited to bear them.

DESCRIPTION.

THE *Carriage* a Whiſkey, with a ſmall platform budget, made with wooden ſides; a light daſhing-leather in front; double ſteps; hooped wheels; common axletrees and boxes.

The *Body* with a drop ſeat-box, ſham doors, and a ſword-caſe; a ſquare head lined with ſerge; a ſmall knee-boot; the lining with ſecond cloth, trimmed with 2½ inch lace; quilted ſides; and a Wilton carpet.

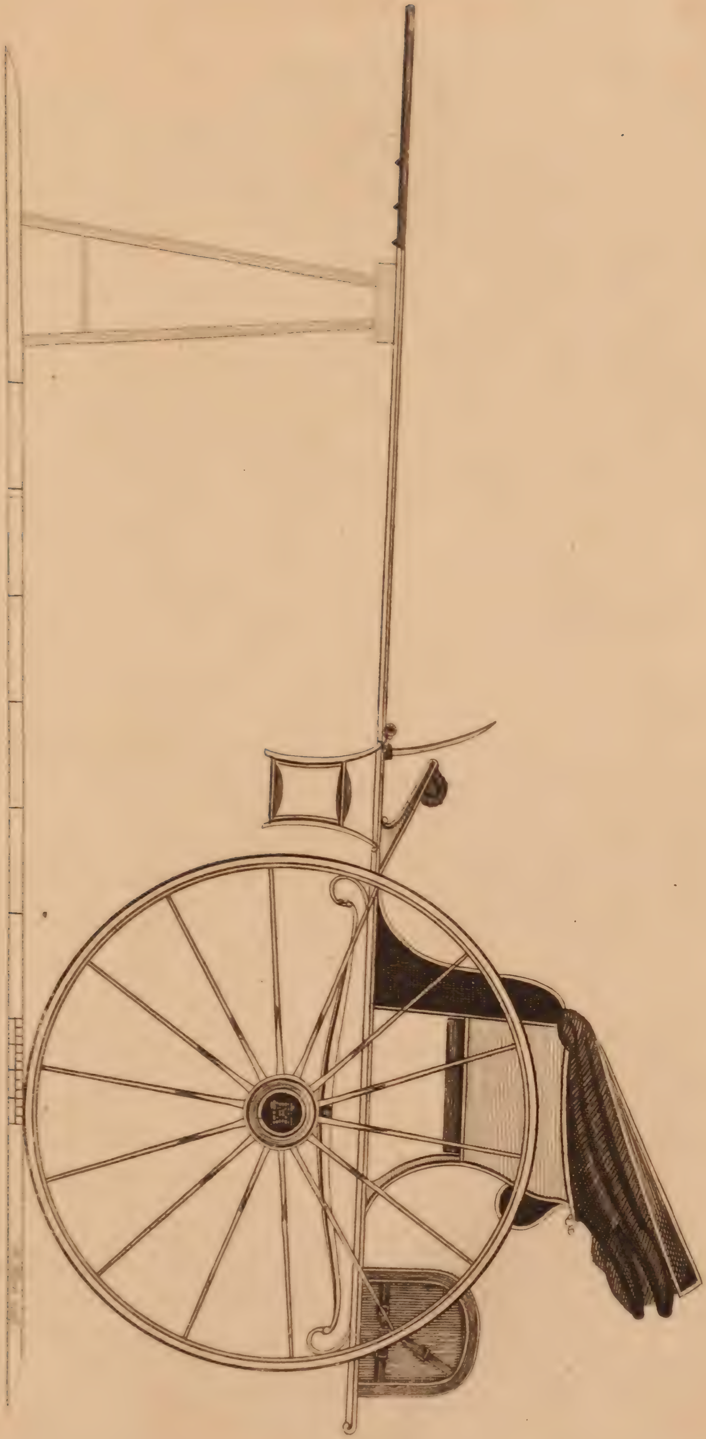
The *Plating* with *ſilver*, a 3-8th moulding round the ſham doors and pannels, round the head, and for the knee-boot; a pair of ſword-caſe frames. The *Painting* of the body and carriage picked out one colour; the ſham doors and ſword-caſe japanned; a cypher and ſmall creſt on the two ſide pannels.

PRICE.

	£.	s.	d.
Firſt charge for a half-pannel whiſkey —	24	9	0
EXTRAS.			
A ſmall platform budget with wooden ſides	3	0	0
A light daſhing-leather in front — —	1	15	0
Carry over —	29	4	0

Double

Plate XLV



	£.	s.	d.
Brought over	29	4	0
Double ſteps	0	14	0
Hooped tyre wheels	0	10	0
A drop ſeat-box	0	7	6
Sham doors	0	15	0
A ſword-caſe back	1	10	0
A ſquare head lined with ſerge	8	10	0
A ſmall knee-boot	1	18	0
The trimming 2½ inches wide	0	2	6
The lining quilted	0	10	6
Forty feet of 3-8th moulding	3	10	0
The painting of the carriage and body picked out one colour	0	17	6
Two ſmall creſts and cyphers	0	10	0
	£. 48	19	0

SECT. 3.

THE GRASSHOPPER, OR THREE-QUARTER PANNEL CHAISE, OR WHISKEY.

PLATE XLVII.

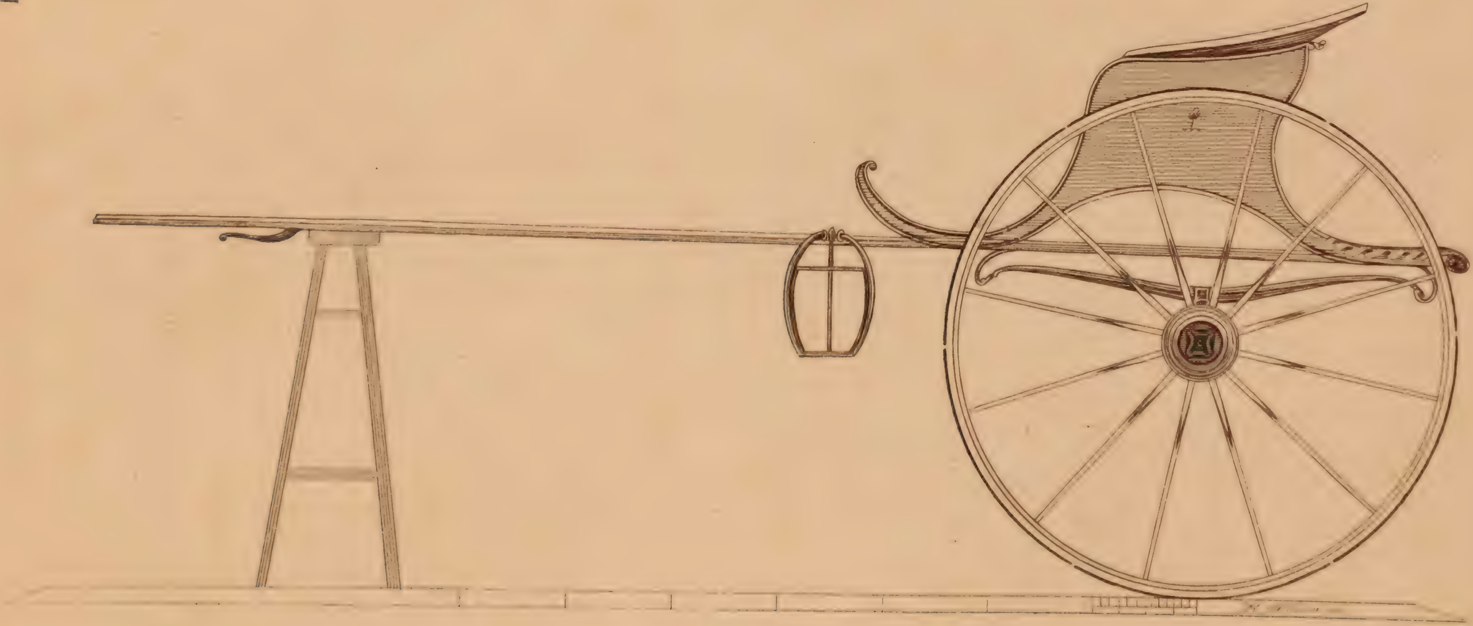
THIS is a very ancient pattern of a chaiſe, but an exceeding good one, as all the framings form an agreeably-connected line; it is exactly on the ſame principle as the whiſkey, which was built from them, having the ſprings, in the ſame way, fixed to the axletree, and the body united with the carriage, but only different in its ſhape; the framings of the body, being much wider, ſhews more pannel, which extends to the ſhafts at the corners, and are arched up, in an agreeable form, between the bearings: they have a more ſolid appearance than the whiſkey, and are, on that account, preferred by ſome perſons, and, in particular, by thoſe called Quakers, and for that reaſon are by ſome called Quakers' Chaiſes, and, by others, Serpentine, or ſweeped-bottom Chaiſes; as they are built on ſo near a principle with the laſt-deſcribed carriage, there is nothing more to recommend them than the deſign, and the ſuperior ſtrength on account of the pannels filling moſt of the framings.

DESCRIPTION.

THE *Carriage* a whiſkey pattern, with double ſteps; ſtraked wheels; common axletrees and boxes.

The *Body* a three-quartered pannel, lined with ſecond cloth, and trimmed with a two-inch lace; a Wilton carpet; an inſide ſeat-box; and a pair of ſmall wings. The *Plating* of *ſilver*, a pair of wing-frames, and wheel-hoops. The *Painting* of the body and carriage picked out one colour; three middle-ſized creſts on the pannels.

Plate XLVII.



PRICE.

	£.	s.	d.
Firſt charge for a half-pannel whiſkey	24	9	0

EXTRAS.

	£.	s.	d.
Double ſteps	0	14	0
The body extra above the whiſkey	2	2	0
A pair of ſmall wings with plated frames	2	15	0
A pair of wheel-hoops, plated with caſed metal	1	5	0
The painting of the body and carriage picked out one colour	0	17	6
Three middle-ſized creſts	0	10	6
	£. 32	13	0

SECT. 4.

THE WHISKEY CURRICLE.

THE Whiſkey Curricle is made exactly in the ſame way as the Gig Curricle, and a further repreſentation would be uſeleſs; it is in the carriage part only where the alteration lies; the Whiſkey Curricle is only intended to be uſed with a pair of ſmall, light horſes, or one occaſionally. It is principally intended for expeditious travelling. The price to be charged in addition to thoſe already ſtated, for either cane or pannel whiskey is 4l.

SECT. 5.

A TANDUM.

MANY people imagine a Tandum to be a one-horſe chaiſe of a peculiar form, whereas it is only two horſes in a team, or one before the other, to draw a two-wheeled chaiſe; where the roads are very bad and heavy, it is neceſſary to add one horſe in this way to relieve the other and promote ſpeed; but, like many things which have been introduced by accident, it is now become a faſhion from its novelty; it can, however, only be uſed by thoſe who are expert in driving, unleſs the fore horſe is rode by a poſtillion; as there is a convenience in having the chaiſe ſo contrived, it is to be recommended to all, being only a loop fixed to the point of each ſhaft, for the leading horſe to be fixed to; and, if never wanted for that purpoſe, is neceſſary to preſerve the points of the ſhafts from wearing by rubbing on the ground, as may be frequently obſerved.

The expence to be charged in addition for a chaiſe with loops, for tandum uſe, is 5s.

SECT. 6.

A BUGGY.

A BUGGY is a cant name given to phaetons or chaiſes which can only contain one perſon on the ſeat; they are principally intended for lightneſs in draught, for the rider to ſit ſnug in, and to preclude the poſſibility of an aſſociate; moſtly uſed by out-riders.

They are built like other phaetons or chaiſes, and to aſcertain their value, is to ſubtract one-twelfth from the ſtatement of a common-ſized carriage, finiſhed to any pattern.

SECT. 7.

THE RIB CHAIR, OR YARMOUTH CART.

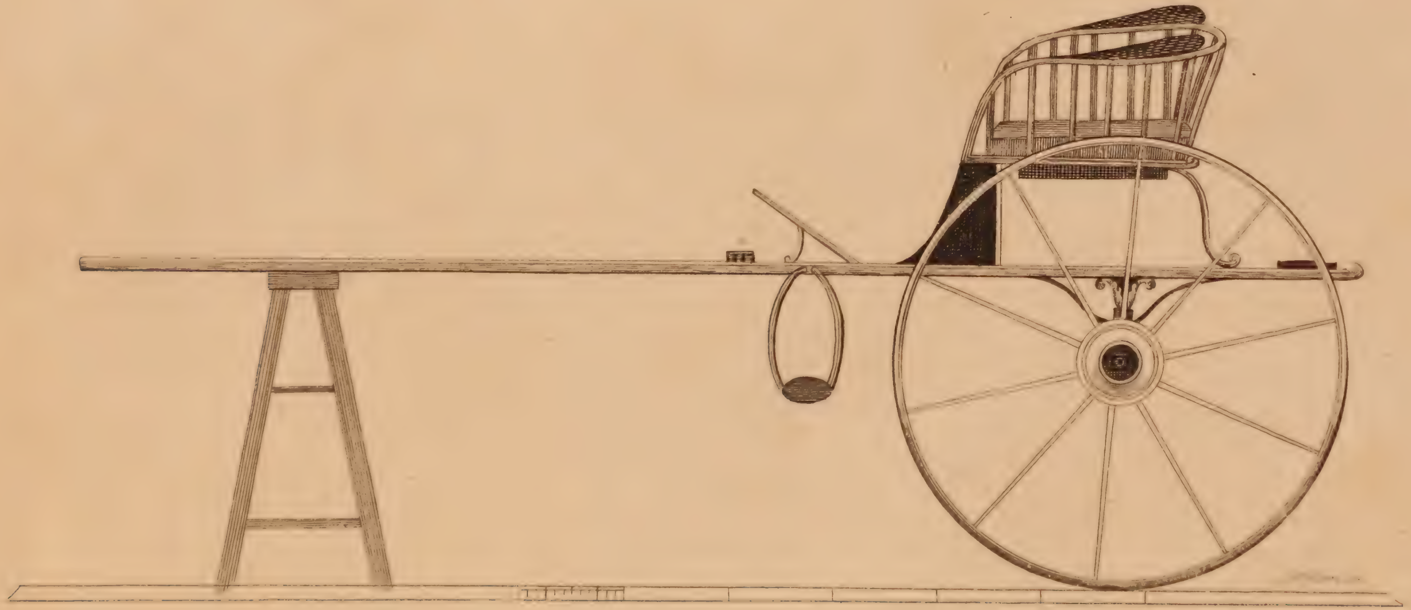
PLATE XLVIII.

FOR lawns or parks theſe ſort of chaiſes have been moſtly uſed, and, for that reaſon, do not require to have ſprings, or to be lined, as they are frequently left out, expoſed to the weather; they are ſometimes made to go on four wheels, and are made very low and light, with the rim of the wheels broad, and rimmed with a thin plate of ſheet iron, ſo as to prevent them making a track on the ground which they roll over; they are of a variety of ſhapes, but the moſt general is the one deſcribed, which now ſeems to be a prevalent faſhion among the gentry as a ſubſtitute for the whiskey, and, for that uſe, are obliged to be built ſtronger than what would be ſufficient for a Garden Chair; whatever may be the motive for uſing this carriage in preference to the whiskey, certain it is, that if a carriage in the ſhape of a wheelbarrow was, by accident, introduced, it would become a faſhion, independent of either appearance or eaſe, neither of which theſe new-faſhioned garden-chairs poſſeſs, when uſed on the roads, unleſs built upon ſprings, and lined as other carriages are; but, as they are likely to become general, one of the common ſort will be deſcribed.

DESCRIPTION.

THE *Carriage* is built in the form of a whiskey, but without ſprings, and is raiſed from the axletree by ſhort blocks, or raiſers, and ſtrengthened by ſhort iron ſtays; the wheels are ſtraked tyre, with ten ſpokes; common axletrees and boxes. The *Body* is made on a ſolid board, which is the ſeat, round the back and ſides of which the ribs are fixed, and alſo in the top rail, which is of a ſemicircular form. This ſeat is fixed on with two light

Plate XLVIII



light iron props behind, and two broad wooden props before, made in the ſhape of the bottom part of a ſham door; a cloth cuſhion for the ſeat, and a heel-leather to ſhelter the legs behind.

PRICE.

	£.	s.	d.
The carriage a whiſkey, deducting the price of the graſshopper ſprings —— ——	6	10	c
A pair of ſtraked wheels, tens — —	2	15	0
The body, including the cuſhion and heel leather	4	10	0
The painting the ſame as a cane chair ——	1	19	0
	£. 15	14	0

They are ſometimes made on an inferior plan, ſo as not to exceed the price of 10 or 12l. by having the words 'A Taxed Cart' painted on the back will ſave the duty; ſome are made equal to the value of a high-finiſhed chair, with ſprings, &c. But, as a caution to the public, for perſonal ſafety, it is neceſſary to obſerve, that many of theſe chairs are made by country wheelwrights and carpenters, of very bad materials and workmanſhip, in order to ſell them at a low price in London, and thereby injure the fair trader, who, for a reaſonable profit, will not produce a bad article.

CHAP.

CHAP. IX.

THE COVERINGS.

AFTER a carriage has been finiſhed, it appears like an impoſition to add any thing further as extra charges; yet there are ſome things which, though no way eſſential to the carriage, are materially ſo to the horſes, the coachman, and paſſengers: therefore, as they are matters of convenience, though not of neceſſity, they ought to be charged for; yet many ſcruple to pay for them, ſuppoſing them to be impoſitions; and, though but trifling, ſeparately, yet, when added together, amount to a ſum which becomes an object. It is all leather-work, and principally for covering the ſplinter-bar rolls, the treads of chaiſe-ſteps, and the points of the ſhafts, or the vacant ſpace behind the coachman's legs, called heel-leathers.

SECT. 1.

SPLINTER-BAR ROLLS COVERING.

THE uſe of covering ſplinter-bar rolls is to make them ſafer for the coachman to ſtep on, to prevent the horſe being hurt by rubbing againſt them, and alſo to prevent any rattling by the trace-rings; they are ſometimes covered on the cap or top only, or on the cap and roll, or cap, roll, and bottom on the ſplinter-bar, according to the ſeveral conceits of the builder or coachman. The top or cap only is what is principally covered.

SECT. 2.

POLE COVERING AND STUFFING.

THE covering and ſtuffing the pole is for the purpoſe of preſerving the horſe from injury by his rubbing againſt the ſides of the pole. They are frequently covered at two places, the hip and ſhoulder parts, but moſtly at the ſhoulder only; the covering is a ſtout, but ſoft, piece of leather, nailed on the top and bottom, and ſtuffed, or padded, on each ſide; it is, in general, about twenty-ſeven inches long, and is of great ſervice to the horſe, by preventing him from being galled.

SECT. 3.

TREADS OF CHAISE-STEPS COVERING:

THE covering the treads of chaiſe-ſteps is to prevent the accident of ſlipping off, and thereby hurting the leg of the perſon while getting in or out of the carriage; and for the purpoſe of looking neater than the plain iron tread would do. Sometimes they are covered round the back part of the ſtep, and forms a caſe to prevent the leg from ſlipping through, which would probably be of dangerous conſequence.

SECT. 4.

POINTS OF THE SHAFTS COVERING.

THE covering the point of the ſhafts is to prevent them rubbing the ſhoulders of the horſe; they are only covered, but without any ſtuffing, and preſerves them from any injury by frequent handling and rubbing, when placing them in the tugs of the harneſs.

SECT. 5.

HEEL LEATHERS.

HEEL Leathers are for the purpoſe of ſheltering the legs of the coachman from cold; they alſo prevent the coachman from ſlipping through between the footboard and ſeat, without which he moſt likely would do. They are broad pieces of leather, which cover all the vacant ſpace between the footboards and the framed croſs-bars, to each of which they are nailed. Thoſe for Saliſbury boots have flaps, or checks, at the ſides.

PRICE OF COVERINGS AND HEEL LEATHERS.

THOSE coverings and heel leathers, in particular for Saliſbury boots, are included by ſome in the price of coach-box, or carriage; but as by many they are made extra charges of, and are not included in the former ſtatements, it will be neceſſary to ſtate their value here, in particular, as they are not always uſed.

SPLINTER.

SPLINTER-BAR ROLLS.

	£.	s.	d.
Covering the four caps	0	6	0
Covering the four rolls	0	4	0
Covering the top of the ſplinter-bar on each end, and the middle where the ſplinter-bar rollers are fixed	0	4	0

POLE COVERING.

Covering and ſtuffing the ſhoulder part	0	9	0
Ditto at the ſhoulder and hips	0	18	0

CHAISE STEP.

Covering the treads of a pair of chaiſe ſingle ſteps	0	4	0
Covering the four treads of a pair of chaiſe double ſteps	0	8	0
Covering round the back part of the ſteps to prevent the feet from ſlipping through	0	8	0

SHAFTS POINTS COVERING.

Covering the points of a pair of chaiſe ſhafts	0	4	0

HEEL LEATHERS.

A heel-leather for a common coach-box	0	10	6
A heel leather and cheeks for a Saliſbury coach-box	0	15	0

CHAP. X.

ON HARNESS.

THE manufacturing of harneſs by coachmakers is equally as inconſiſtent, as the building of coaches by harneſs-makers; and, though joined together, as mentioned in the Introduction, under the general title of coachmakers, yet, as there noticed, are very different profeſſions; but one material circumſtance, in favour of having the harneſs made at the coachmaker's is, that the furniture both to carriage and harneſs may be ſuitable to each other, and now that they have become experienced, through practice, it is beſt always to have the harneſs manufactured by them for the ſake of propriety, in matching both together, and readineſs in the execution.

The principal properties of a harneſs are ſimplicity and ſufficiency, of which there is but little variation, except in the increaſe of ſize, the ornaments, or dreſs; harneſs made for common work ſhould not be incumbered with any ſuperfluities, as the leſs a horſe is burdened with trappings,

pings, with the more eaſe and freedom he performs his work. The appearance of that noble animal, ſo handſome by nature, is not much, if at all, improved by dreſs, though it certainly is a great ornament to the equipage, to have the harneſs diſplay a grandeur equal with it; and one advantage is, that the extra ornaments, ſtrappings, breechings, &c. may, at any time, be taken off, or put on at pleaſure, without any injury to the remaining neceſſary parts, ſo that ſimplicity or grandeur may, at any time, be preferred, as the proprietors chooſe. Harneſs, within theſe few years, has much increaſed in the breadth of the leather of which it is made, almoſt double to their former ſize, and the great advance on the price of that article, is the principal reaſon for the increaſed price on harneſs, independent of the expence of the ornaments, which now are moſtly plated with ſilver, when formerly they were only braſs; ſo that the increaſed price, and ſize of leathers, and the odds of ſilver-plated furniture, makes almoſt double the price, in general, on harneſs.

The preſent faſhion of harneſs is to beſtow an extravagant ſuperfluity on the head of the horſe, contracting and gagging it, to a ſeverity, with ſharp bits, bridoons, and chains, which, in time, harden the mouth to almoſt an inſenſibility of feeling; beſides ornamenting with ear-bows, rings, roſes, &c. ſo that, with the furniture, the head of the horſe imitates much the head-dreſs of a French lady, while the poſteriors are left ſans-culotted; breechings are of no uſe to them but in hilly places, falſe belly-bands being an exceeding good ſubſtitute, and are now moſtly uſed inſtead thereof.

SECT. 1.

OF THE LEATHER, AND PROPORTIONS OF HARNESS IN GENERAL.

THE leather of harneſs is of one ſort, but of different ſizes, the traces of a thick and double, and the reins of a thin ſize, the ſtrapping and collars between both. Very good leather ſhould be ſelected, in particular, for the reins, which to riſk would be madneſs. The belly part of a hide ſhould not be uſed but for lining between two ſtraps to give them a proper thickneſs, as it is of a ſoft, ſpongy quality, and of ſo little ſtrength as not to be depended on.

Coach, chariot, or phaeton harneſs, are all made alike, and, if for the ſame ſize of horſes, are cut the ſame in breadth, the difference of ſtrength may be given in the ſubſtance, according to the weight of draught; but as the ſizes of coach and chariot horſes, and the draughts are generally different, the leather ſhould alſo be proportioned, both in width and thickneſs. For a coach, with the horſes ſixteen hands high, the traces are 2½ inches wide, the collars ſix, the breechings five, the ſtrappings 1½, the reins one inch. For a chariot, the horſes fifteen hands high, the traces 2¼, the collars five, the breechings 4½, the ſtrappings 1½, the reins 7-8ths. Large phaeton harneſs the ſame as the chariot; but ſmall, or poney, phaetons, the horſes 13½ hands high, the traces two inches wide, the collars four, the breechings 3½, the ſtrappings 1¼, and the reins 7-8ths; therefore, to prevent unneceſſary repetitions of the variety, they will be deſcribed under three heads, viz. large, middle, and ſmall, each of the above proportion. Curricle and chaiſe harneſs is of the ſame breadth as the common-ſized phaeton, though lighter in proportion to the draught required.

THE HARNESS DESCRIBED.

A. the houſing or pad, a ſmall ſaddle cut in different ſhapes, but moſtly of a long ſquare; it is made of two thickneſſes of leather, for the top, ſewed together, with a thin plate of ſheet iron between, which, when bent, keeps it to its form; at the bottom is a ſoft pad, or cuſhion, to lie eaſy on the horſe's back, in the top of which the ſockets are fixed, in which the territs are ſcrewed, and by which the cuſhion is fixed to the top. The watering-hook is fixed in the centre at the front, and faſtened between the top and the pad, the top is moſtly ornamented with rims or plates; on each ſide, and at the middle behind, a ſhort ſtrap is fixed between the top and the pad, and is faſtened by the hook and territ-ſcrews; in each ſtrap a bridge is ſewed, to which is faſtened the Newmarket and crupper ſtraps.

B. the crupper, a long ſtrap with a loop or dock at the back end, which fixes under the horſe's tail, the fore end is looped through the houſing bridge, and buckled about the middle; under the buckling part a broad piece of leather is ſewed to prevent galling. The crupper-dock is moſtly ſtuffed, or filled, with a tallow candle, to make it eaſy for the horſe's tail. On the crupper-ſtrap is fixed the different ſtrappings which hold up the breeching or traces.

C. the breaſt-collar, a broad ſtrap againſt which the horſe oppoſes his breaſt for the purpoſe of draught, all round the middle of which is ſewed an additional ſtrap to ſtrengthen the other, near the middle whereof is ſewed the dee, for the pole-piece to be looped through; and at each end of the collar a ſtrong buckle is fixed for the traces and breeching to be faſtened by; two ſquare pipes are ſewed on near the buckles, and receive the point of both.

D. the Breeching, a broad ſtrap of leather which goes round the horſes breech; on each end are two ſtrong, long ſtraps, ſewed about two-thirds of the diſtance round the breeching-ſtrap, and extend to the collar buckles, to which they are faſtened; its uſe is for the horſe to ſet his ſtrength againſt, and back the carriage by.

E. the Traces, the two ſtrong leathers, of double or treble thickneſs, by which the carriage is drawn; a ſquare, bent ring is ſewed in the end, which, with the trace, forms a loop to hitch round the ſplinter-bar rolls: it is buckled to the collar along with the breeching-ſtrap.

F. the Back-Strap, a ſtrap which croſſes the horſe's back, is looped to the crupper-ſtrap; and buckles to the tugs to hold up the traces.

G. the Hip-Strap, a ſtrap with a piece cut out of the middle, by which means it is ſewed together, to lie obliquely on the horſe's hips; it is fixed to the crupper, and buckles to the tugs of the breeching to hold it up.

H. the tugs are ſhort ſtraps, with buckles and loops ſewed upon a broader piece of leather to prevent galling the horſe, and are ſewed to bridges in the breeching or collar, and buckled to the back, hip, or neck-ſtrap. The trace-tugs are loops for the trace to run through and hang by, with a buckle at the top to receive the back-ſtrap.

I. the Newmarket ſtrap; a ſtrap with a buckle and loop, by which the collar is hung to the houſing, at a proper diſtance; it is placed round the collar-buckle and houſing-bridge.

K. the Belly-band, ſuppoſed to be one, but is two ſtraps of leather, by which the harneſs is faſtened on the horſe; each ſtrap is fixed in the houſing between the top and the pad by the ſcrews and terrets; the long ſide is broad, with a roller buckle and loops ſewed under a narrow ley; the ſhort ſide is broad at the top, but is reduced to a narrow ſtrap at the bottom, to ſuit the buckle, this is girded tight round the horſe's belly, and makes faſt the houſing, to which moſt of the harneſs is hung.

When breechings are not uſed, back-ſtraps are not neceſſary, except for the traces; when a harneſs is much ornamented, there are ſeveral back-ſtraps, but one is as much as is neceſſary, and even that is by ſome omitted.

This is the body part of the harneſs neceſſary for the purpoſe of drawing by; the other is the head part, or bridle, by which alone the horſe is managed.

L. the Winker, a broad leather on each ſide the bridle, which prevents the horſe from ſeeing any way but before him. They are almoſt of an equal ſize for length and breadth; made of two pieces of leather ſewed together, with tin or thin iron plates between them to preſerve their ſhapes; the outſides are moſtly ornamented with plates, pieces, or frames, the ſame as the houſing, and are cut in a form to match them. On each ſide of the winkers is ſewed a ſtrap, with a buckle at the top, a ſtrap and a buckle, with a billet, at the bottom, to hold the bit; this ſtrap is called the cheek of the bridle: at the top of the outer part of each winker is ſewed a ſtrap, which buckles to the head-ſtall, and is called a winker-ſtrap.

M. the Head-Stall, or Crown-Piece, is a broad ſtrap which lies on the top of the head, in which the head-ring is ſcrewed : about one-third of the length at each end of this ſtrap is cut up in the middle, to make two ſtraps at each end, one to hold the winker, the other the throat-band, in the middle of this ſtrap is ſewed a buckle which receives the winker-ſtrap.

N. the Front, or Forehead-Piece, a broad ſtrap to go round the forehead, ſewed in four loops, two at each end, which receives the four ſtraps of the crown-piece ; this ſtrap is moſtly covered with taping.

O. the Reins, are the long ſtraps with which the horſe is guided, and are the moſt material parts of the harneſs to be regarded for quality, which ſhould be of the very beſt leather, made from 7-8ths to one inch wide. They are called the long hand-reins, the coupling, and the bearing-reins. The long hand-reins are what the horſes are guided by ; they are made with a buckle and billet at each end, by which they are faſtened to the outſide of each horſe's bit. At about the middle, on the inſide, two buckles are fixed to receive the coupling reins, which are what both horſes are checked by, ſo as to turn one way, being faſtened from the rein of one horſe to the bitt of the other ; they are buckled to the inſide of the long rein, and croſſing each other, are buckled to the inſide of each bit; the bearing-rein is what prevents the horſe from holding his head down; it is a ſhort rein, with buckles and billets to be faſtened to the bit with, and is hitched with a hook on the houſing, it being neceſſary to have it lengthened or ſhortened at times; it is made with a ſhort ſide-piece which has a buckle to receive the end of the long ſide, and is thereby taken in, or let out, at pleaſure.

P. the Throat-Band, a narrow, ſhort ſtrap, with a buckle at each end: its uſe is to keep the bridle faſt; it is placed under the throat of the horſe, and is buckled to the ſtraps of the crown-piece.

What is thus deſcribed is a ſufficient quantity of harneſs to be uſed with any four-wheeled carriage, but there are few made without ſome ſuperfluities, which are alſo neceſſary to be deſcribed, and likewiſe what are neceſſary for two-wheeled carriages.

Q. the falſe Belly-Band, a broad ſtrap, with a buckle and billet at each end, which is placed under the horſe's belly, and buckles to the rim of the collar-buckle, on each ſide, to tighten and keep the collar down, ſo that a breeching need not be uſed, except in very hilly places, and there are ſome drivers who will not uſe the breeching, but it is not ſo ſafe; the crupper-ſtrap, when a breeching is not uſed, ought to be very ſtrong, as a great ſtreſs lies on it and the Newmarket ſtraps.

R. a Heam, a Round or Neck Collar, is a thick, padded collar made to fit, and ſit eaſy round the horſe's neck and ſhoulders; it has two wales, or riſings, on the outſide, called the fore and back wales; the fore wale is made very hard with ſtraw, which preſerves the form of the collar, and the under one ſtuffed ſoft with ſtraw; between the wales the heams for drawing by are fixed; they are made of different ſorts of leather, but the beſt are of Neat's leather only; thoſe are the beſt collars for the horſe to draw by, as they come more round the ſhoulders, by which his purchaſe is greater and more eaſy.

S. the Heam-Tugs, are two broad, ſhort ſtraps, made exactly the ſame as the ends of a breaſt-collar, with buckles and pipes for the traces, and are riveted to the heam-loops.

T. a Falſe Collar, is a broader ſtripe of leather than the real collar, and placed under it, to prevent the other from galling the breaſt or ſhoulders of the horſe, by its rubbing, which it does every ſtep he takes.

V. the Shaft-Tugs, are two ſtrong, leather loops, about two inches wide, with a buckle at the top of each. Their uſe is to carry the ſhafts of a one-horſe chaiſe, which are placed in them, and they are hung on each ſide of the ſaddle to a ſtrong ſtrap called a back-band.

U. the Back-Band, is a long ſtrip of leather, about $6\frac{1}{2}$ feet long, with a buckle at one end, and the ſtrap at the other; it is placed acroſs the ſaddle to ſlide in a trough under the ſeat; the tugs are buckled on it at each ſide of the ſaddle, and ſupports all the weight which is on the ſhafts; for which about one-third of it is ſtrengthened with an additional ſtrap ſewed to it, the other buckles round the ſhafts, and under the horſe's belly, to keep the ſhafts down and ſteady.

W. the Martingale, a ſtrap ſlit up the middle above the collar, which makes two ſtraps at the top, with a buckle and billet ſewed at the end of each; the broad end is looped through a buckle, by which it is fixed round the belly-band, and paſſes through a loop, which is ſewed on the collar, and buckles at the top in each ſide of the bit; its uſe is to prevent the horſe from throwing his head back, but is ſometimes uſed for ornament only.

X. the Bridoon-Head, or Rein, is an additional bridle with a bearing-rein; its uſe is to make the horſe carry his head better; it is hung to the head of the bridle in various methods, but moſtly with ornamented links, or chains. The head of it is a narrow ſtrap, which lies round the top and ſide of the head, with a front-piece ſewed round the ſide, to ſlide up or down; this ſide-piece and the crown-piece are ſometimes ſewed to the bridoon bit-ring, or buckled on with billets, but ſince chains and ſwivels have been ſo much in uſe, the head-piece and bearing-reins are all in one, and the bridoon is only held to the rein by ſmall ſtraps and buckles, on which ſwivels or links are placed for the rein to run through, and which is made round for the purpoſe; a ſwivel or link is hung by a ſmall ſtrap to the crown-piece, for the bearing-rein alſo to run through; the rein being ſo contracted, keeps the horſe's head in a proper poſition, and gives it a little more freedom than if made without the links; when the reins are fixed to the bridoon, the bearing-rein is moſtly hung on a dee to the throat-band.

Y. the Noſe-band, a ſtrap made broad in the middle, and narrow at the extremities, placed round the lower part of the jaw, and is fixed through a loop at the cheek of the bridle, and buckles underneath; it is of little uſe but to ornament the head, by having a plated piece fixed on the noſe part. It is ſometimes only fixed on the front to the cheek of the bridle.

Z. the Forehead-Piece, a piece of leather, of different ſhapes, made to carry an ornament, and is buckled to the head-ſtall, or crown-piece, and hangs looſely on the horſe's forehead.

SECT. 2.

THE FURNITURE FOR HARNESS

PLATE XLIX.

THE furniture for harneſs conſiſts chiefly of the neceſſary buckles for the ſtrapping; the territs and hooks for the reins; the rings and dees for the collars and traces; the bits for the bridle; and heams for the collar; the other furniture is only for ornament, and conſiſts chiefly of pieces or plates for the houſing or winkers, and ſtuds for the ſtrapping.

The buckles for the ſtrapping and reins are always made of braſs, and are ſometimes finiſhed of that metal only, but are moſtly plated with ſilver. Thoſe buckles which exceed 1$\frac{1}{2}$ inch in ſize ſhould be made of iron, and, to match the other furniture, muſt be plated either with braſs or ſilver; for, whatever part of the leather requires to be above 1$\frac{1}{2}$ inch wide, a braſs buckle is not of ſufficient ſtrength for it. If the furniture is plated, the territs ſhould be of iron; but, if the furniture is braſs, the ſolid braſs, not being of value equal to the trouble of plating, is moſtly uſed; but it is not ſo good as if made of iron and plated.

The bits, rings, dees, heams, &c. which are always made of iron, are, if required to match the other furniture, obliged to be plated with the ſame ſort of metal, but, in general, they are only poliſhed, and require much care from the coachman to preſerve them bright.

The ornaments, if the furniture is of braſs, are ſolid, but if otherwiſe are plated with ſilver, except thoſe ornaments which are raiſed or emboſſed, ſuch as creſts and cyphers, they are then moſtly made of thin ſilver, and filled on the inſide with lead.

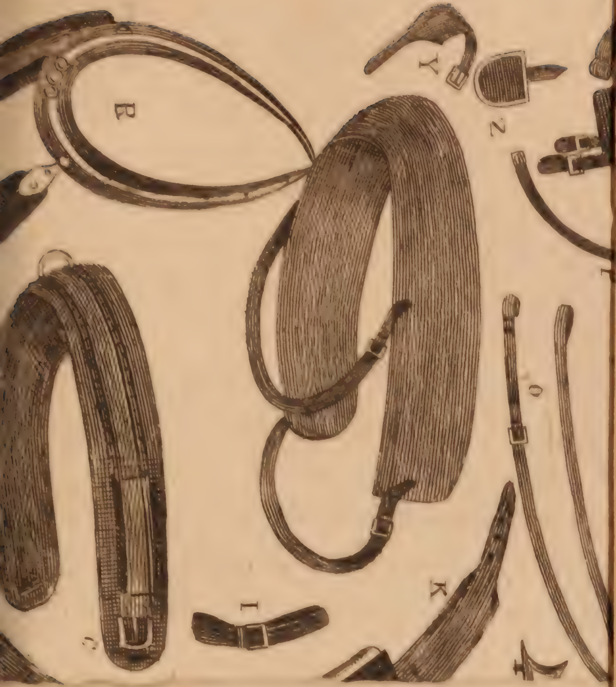
THE FURNITURE DESCRIBED.

a. The Territs are what ſcrews in the ſaddle, or houſing, for the reins to run through, and they are made to anſwer the form of the buckle, whether round, ſquare, or octagon; the number for a ſaddle, or houſing, are two, but a centre one is often added for ornament: a ſhort territ is often fixed at the top of a bridle, called a head-territ, for the leading-reins to go through, or for ornament only. The head territ is often called a head-ring.

b. The Trace-Rings are iron ſquare loops ſewed in the ends of the traces, a part of which they receive, and loops round the ſplinter-bar.

c. The Watering, or Bearing-Hook, is a hook, fixed on the top edge of the houſing, or ſaddle, in the middle, and is faſtened with one or two nut-ſcrews at the bottom; its uſe is to receive the bearing-rein, which is eaſily hung on or off, when there is occaſion to water the horſe.

d. The



rein to run in, made with an eye at the top, to

d. The

d. The Collar-Dee, an iron ring in the form of a D, ſewed in the front of the collar, for the pole-piece to loop through; there are various other dees uſed about ſome harneſs, but of a ſmall ſize, and moſtly plated.

e. The Bridge, a thing made on the ſides to reſemble the buckle, but with two bars acroſs, on the under ſide, called bridges; its uſe is to receive two ſeparate ſtraps, one of which is ſometimes ſewed round one bridge, and looped round the other, ſometimes ſewed round both.

f. The Collar Buckles, are ſtrong, iron buckles, ſewed in the collar ends, by which the traces and breeching-ſtrap are faſtened.

g. The Buckles, which are of various patterns, but are all made to be ſewed in the leather, having only a middle bridge and a tongue, but no chape.

h. The Throat-Band Dee, a thing made in the form of a D, with a roller-bridge acroſs the middle, ſewed in the throat-band for the bridoon-rein to run in.

i. The Swivel, a convenience for the bridoon-rein to run in, made with an eye at the top, to hang by, and a bar, with a roller at the bottom for the bridoon-rein to run on; this is frequently uſed inſtead of a chain-link.

j. The Chain-Links, the ornaments uſed to a bridoon to contract the bearing-rein; they are made of different numbers of links, but moſtly three to each; one link the ſtrap is faſtened to, while another receives the rein.

They are of different forms, ſome with round, others with oval links, and ſome are made like a double curb-chain, of a conſiderable length.

k. The Bit, which is of iron, is placed in the horſe's mouth, and by it he is governed; they are of different forms, ſome are made to be ſharper in the mouth, and for a ſtronger purchaſe than others, and are called the ſtraight cheek, the duke, and Portſmouth bit. The bit is buckled in the top loop to the cheek of the bridle, the middle loop to the bearing rein, and the bottom loop to the hand rein.

l. The Bridoon Bit, an additional bit for the horſe's mouth, jointed in the middle, with a ring at each end for the reins to be faſtened to.

m. The Heams, are the two irons made to fix round the neck collar, and of a length and form to fit it; at each end, and in the middle of each heam, are loops wrought out of the ſolid; in the middle other loops are hung, to which the tugs for the draught are fixed; at the bottom loops are links, with a hook on one ſide, for the heams to be let out or taken up by; the top loops are for a ſtrap and buckle to faſten them to the collar. If, to the harneſs for a pair of horſes, heams are uſed, a large iron ring muſt be placed in the middle links for the pole-pieces to be faſtened to. The heams are either covered with leather, poliſhed, or plated.

Theſe are the neceſſary parts of the furniture; the following are only for ornament:

n. The Houſing and Winker-Plates, or Pieces, are flat plates, of various forms and ſizes, with the creſt, or cypher, chaced, or engraved, on them, uſed to ornament the houſing and winkers. The pieces are the ſmaller-ſized plates; when the arms, creſts, or cyphers, are emboſſed, they are alſo called pieces, and are for the ſame purpoſe as the plates; they are fixed by thin wire ſhanks, ſoldered to the bottom of the plate, or piece, which goes through the leather, and are rivetted on the inſide. Circles, or rims, are what encircle the ſmall plates, or pieces, and are faſtened on the ſame way.

o. Studs, are ſmall ornaments, ſometimes uſed for the ſtrapping, of a round, ſquare, or octagon, form, about an inch diameter.

p. Frames, are the beads or mouldings fixed round the top edge of the houſings and winkers, in double or ſingle rows.

q. Forehead-Piece, Noſe-Piece, Breaſt-Piece, or Side-Pieces, are ornaments uſually made to match thoſe on the houſing, and fixed on thoſe leathers called the noſe-band, martingale, &c.

r. A Fly Head-Ring: this is a territ with an ornament piece, which plays to and fro with the motion of the horſe's head.

s. Roſes are the round ornaments fixed on the outſide of the bridle, made of leather, worſted, ſilk, or tape, in various fanciful ways, and are faſtened, by a loop at the back to the ſtraps of the crown-piece.

t. Earbows, are of ſtiff leather, made flat, or ſewed round; and covered with lace, or tape, to match the roſes; one end is ſewed on the front, the other is faſtened on the crown-piece by the head-territ.

v. Pad-Cloth, a cloth that lies on the horſe's back for the houſing to lie on, trimmed with lace round the edges, and faſtened down by the belly-band.

Theſe are all ornaments, but ſome of them being generally uſed, it will be proper firſt to deſcribe the neceſſary harneſs, with the different prices thereof; and next to ſtate the prices of the ſeveral appendages that are uſed for ornament only.

SECT. 3.

THE NECESSARY QUANTITY OF LEATHER-WORK AND FURNITURE FOR A PAIR OF HARNESS.

THE LEATHER-WORK.

TWO pair of winkers, with ſtraps and cheeks; two fronts; two crown-pieces; two throat-bands; a long hand-rein; a pair of coupling and bearing-reins; a pair of houſings and belly-bands; two cruppers; two breaſt-collars; two pair of traces; two back-ſtraps; two Newmarket ſtraps; a pair of neck or wither ſtraps; and two pair of collar tugs.

For a ſingle or chaiſe harneſs, half the quantity, only with the addition of a back-band and tugs, and a ſaddle inſtead of the houſing.

THE FURNITURE.

BUCKLES one inch or 7-8ths to the reins and bridle. To the winkers, eight; to the throat-bands, four: to the crown-pieces, two; to the hand-reins, eight; to the coupling-reins, four; to the bearing-reins, ſix.

Buckles $1\frac{1}{2}$ inch, or $1\frac{1}{4}$. Four for the neck-ſtrap; one for the belly-band; four for the New-market-ſtraps; and two for the crupper.

Dees, or Bridges, $1\frac{1}{2}$ inch. Three for the houſing; two for the collar-tugs; and two for the trace-bearers, or tugs.

Territs. Four for the houſings.

Watering or Bearing-hooks. Two for the houſings.

Screws. Eight for the houſings.

Scutcheons. Fourteen for the territs, hooks, and ſcrews.

Collar-Buckles. Four, of poliſhed iron.

Trace-Rings. Four, of ditto.

Collar-Dees. Two, of ditto.

Bits. Two, of ditto.

Only half the quantity for a ſingle horſe harneſs, except two 2-inch buckles for the ſhaft-tugs, and one 1½ inch for the ſhaft or belly-band.

SECT. 4.

THE WHEEL HARNESS.

THE wheel harneſs is that worn by the horſes neareſt the carriage, and is faſtened to it; this is the moſt general ſort of harneſs, and is made with long reins for the coachman to command the horſes by from the coach-box. It is faſtened behind by the traces to the ſplinter-bar rolls, and before by two ſtraps from the pole to the collars. This is the only harneſs to which breechings are at all neceſſary; but, with falſe belly-bands to the collars, they may be uſed without, except in very hilly countries.

SECT. 5.

LEADING HARNESS.

A LEADING harneſs is exactly the ſame as the wheel harneſs, only that the reins and traces are much longer, and that, with them, breechings are never uſed. The traces are ſometimes faſtened to the ſplinter-bars, which hang on the pole, and then they are no longer than uſual; the draught is better when taken this way, but does not look ſo neat as when faſtened to the collars of the wheel harneſs; the make of all the reſt is the ſame as the wheel harneſs, except the reins, which are double the length for the leading horſes, and they go through two head-territs on the bridles of the wheel harneſs, which are ſo much additional to the furniture. The coupling or bearing reins are the ſame as thoſe uſed to the wheel harneſs.

The extra expence for long traces is the ſame as the extra expence for the ſplinter-bars to the carriage; ſo that there can be no advantage in price either way. If ſix horſes are uſed, there can be no ſplinter bars for the leaders to draw by, and, of courſe, the additional price of the traces muſt be added to the price of a poſtillion wheel-harneſs.

SECT. 6.

POSTILLION HARNESS.

WHEN the carriage goes poſt, the near horſe is rode by a poſtillion, which makes no other difference in the harneſs than the omiſſion of the long hand and the coupling reins. A ſhort hand rein is buckled to the inſide of the off horſe's bit, by which he is led; a riding ſaddle, with deep, ſingle ſkirts, is ſubſtituted in the place of a houſing, and, including the ſtirrups, is much on a par with the houſing furniture and reins; ſo that a poſtillion, wheel, or leading harneſs is the ſame expence as either the poſtillion or wheel harneſs of the other ſort, if of plated furniture; but is rather more if of braſs, as the price of the ſaddle is more than equal to the price of the braſs furniture to the pads.

SECT. 7.

CURRICLE HARNESS.

A curricle harneſs is exactly the ſame as that uſed to a coach or chariot, only that ſmall ſaddles, inſtead of pads, or houſings, are preferred, being eaſier for the horſe, and ſtronger to ſupport the weight of the carriage, which reſts thereon by means of the iron-work which is rivetted on them, and which receives the bar for the pole to hang by.

THE CURRICLE BAR.

(SEE PLATE XLIX, FIG. I.)

THIS is an ingenious contrivance for the purpoſe; it is made of iron, and is about twenty inches long and 2¼ ſquare; in it are two ſquare receſſes, in which are placed two ſliding bars, one on each ſide the other; and, from each end, draws out to the ſame length as the bar, making a length, when drawn out to its extent, of about four feet ſix inches. The end of each ſlide is placed in the ſtands D. D. and are faſtened by round pins on which they act, and the pins are ſecured by ſpring keys. The ſtands are faſtened on the plates C. C. ſo as to turn round with the bar; the advantage of this bar, with the ſliders and joints, is to give room for the motion of the horſe in every ſituation. On the middle of the caſe is a ſtaple, F. to which the brace that ſupports the pole is hung: the bar, with the brace and bearer, is an extra to the harneſs; the ſaddle would alſo make an increaſe, but the ſtrapping, being much lighter, makes them equal;

therefore, to know the price of curricle harneſs, add the price of a bar to a common wheel harneſs.

A coach or chariot harneſs, with the addition of two ſaddles and a bar, will make a complete curricle harneſs, having the trace-rings alſo made with a ſcrew, whereby they may be changed, and woodcock eyes ſubſtituted in their place.

SECT. 8.

A CHAISE HARNESS.

A CHAISE harneſs is intended as well to ſupport the carriage as to draw it by; it is made ſimilar to the other; the only material difference is the ſaddle inſtead of houſing, and through which ſlides a back-band, which has loops, or tugs, fixed by buckles thereon, in which the ſhafts are hung. The harneſs for a four-wheeled chaiſe, or phaeton, is made exactly like this for a two-wheeled; but as the tugs do not carry any weight, but only hold up the ſhafts, they need not be made ſo ſtrong.

To the harneſs for a four-wheeled carriage, drawn by one horſe, a breeching is abſolutely neceſſary, but for a two-wheeled carriage it is not, provided there are ſtops, or hooks, fixed on the ſhafts, for the tugs to hold the chaiſe back by. This harneſs is half the value of the others.

SECT. 9.

PRICE OF HARNESS.

THE value of harneſs is proportioned to the quantity of ſtrapping and ornaments it is made up with; a ſuperfluous quantity of one or the other is upon moſt of the harneſs that is uſed. The value of the leather-work is eaſily aſcertained, as to what is neceſſary; but the furniture being of many different patterns and qualities, varies the price of the whole. To aſcertain, therefore, with any correctneſs, the prices of the different kinds of harneſs, it will be proper to ſtate the value of the neceſſary harneſs, made up with furniture of different ſorts, ſeparate, ſo that the price for any additional ſtrapping, and any different kind of furniture, may be added to the plain harneſs, and the price obtained with accuracy, in whatever manner they are finiſhed.

Harneſs is frequently made without breeching or bridoon, and ſometimes with one, at other times with both; it will therefore be proper to ſtate the prices of them ſeparate, as alſo the back-ſtraps and falſe belly-bands, which are but occaſionally uſed.

Round or neck-collars, and ſaddles inſtead of breaſt-collars and houſings, are ſometimes uſed;

therefore it will be neceſſary to ſtate the value of each, that either way may be preferred, with a knowledge of the different expences.

THE FIRST CHARGE FOR A PAIR OF WHEEL HARNESS.

	Plated.			Compoſition Metal.			Braſs.		
	£.	s.	d	£.	s.	d	£.	s.	d.
For a coach — —	11	14	0	10	7	6	9	11	6
For a chariot, or large-ſized phaeton — —	10	14	6	9	8	0	8	15	0
For a middle, or ſmall-ſized phaeton — —	10	4	3	8	19	0	8	7	0
For a ſmall poney phaeton —	9	14	0	8	9	0	7	19	0
* A pair of breechings for the coach, chariot, or large phaeton harneſs — —	1	6	0	1	4	0	1	2	0
* A pair of falſe belly-bands for ditto —— —	0	12	0	0	11	0	0	10	0
* A pair of breechings for the middle and ſmall-ſized phaetons, or curricle harneſs —	1	1	0	0	19	6	0	18	0
* A pair of falſe belly-bands for ditto — — —	0	10	0	0	9	0	0	8	0

* One or other of theſe things are neceſſary, but only with a wheel harneſs.

A PAIR OF LEADING HARNESS, WITH LONG REINS.

	Plated.			Compoſition Metal.			Braſs.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
* For a coach — —	12	14	0	11	4	3	10	6	6
* For a chariot or large phaeton	11	14	6	10	4	9	9	9	6
For a phaeton of the middle or ſmall ſize — —	11	4	3	9	15	9	9	11	6
				EXTRA.					
If either of the leading harneſſes are made with long traces, it will make to each the addition of — —	1	15	0	1	15	0	1	15	0

THE POSTILLION, OR RIDING HARNESS.

	Plated.			Compoſition Metal.			Braſs.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
The wheel harneſs for a coach	11	14	0	10	12	6	9	16	6
The leading ditto, with long traces — —	13	9	0	12	7	6	11	7	6
The wheel, or riding harneſs for a phaeton or chariot —	10	14	6	9	13	0	9	0	0
The leading ditto, with long traces — —	12	9	6	11	8	0	10	15	0

The extra or metal furniture for the poſtillion harneſs, being of leſs value than the ſilver plating, makes the price of the ſaddle more than equal with the houſing and reins, as above ſtated.

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* The long reins and head-rings are the only articles in addition to the former price of wheel harneſs, which makes, for the coach and phaeton harneſs, 1l. more.

A CURRICLE

A CURRICLE HARNESS.

	Plated.			Compoſition Metal.			Braſs.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A curricle harneſs —	10	14	6	9	8	0	8	15	0
Bar-ſtands and pole-bearers —	3	16	0	3	16	0	3	16	0
For plating the ſtands and bar	3	3	0	2	2	0	1	11	6
An extra ſaddle, with its furniture, a back-band, a pair of tugs, and long hand-reins, by which one of the harneſs may be made to anſwer for a one-horſe chaiſe harneſs —	3	0	0	2	10	0	2	5	0

A CHAISE HARNESS.

	Plated.			Compoſition Metal.			Braſs.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A ſingle harneſs for a one-horſe chaiſe or phaeton —	5	7	0	4	15	0	4	7	0
A breeching to either —	0	10	6	0	9	6	0	8	6

SECT.

SECT. 10.

EXTRA PARTS OF HARNESS AND FURNITURE, WHICH, IF USED, ARE TO BE ADDED TO THE PRICE OF HARNESS BEFORE STATED.

ROUND OR NECK-COLLARS, WITH POLISHED HEAMS AND TUGGS, INSTEAD OF BREAST-COLLARS.

	Plated			Compoſition Metal.			Braſs.		
	£.	s.	d	£.	s.	d.	£.	s.	d.
A pair for a coach, chariot, or large phaeton	1	5	0	1	3	0	1	2	0
A pair for a middle-ſized phaeton or curricle	1	3	0	1	2	0	1	1	0
One for a chaiſe	0	12	0	0	11	0	0	10	0
A collar houſing for either harneſs	0	4	0						

FALSE COLLARS.

	£.	s.	d.
A falſe round collar	0	9	0
A falſe breaſt collar	0	13	0

SADDLES INSTEAD OF HOUSINGS.

	£.	s.	d.
A pair for a coach	1	4	0
Ditto for a chariot, or large phaeton	1	1	0

BRIDOONS,

BRIDOONS, per pair.	Plated.			Compoſition Metal.			Braſs.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A pair with throat-latch dees	1	8	0	1	4	0	1	2	0
Each chain 3 inch. long. A pair with ſingle-link chains or ſwivels	1	18	0	1	15	0	1	12	0
Each chain 3 inch. long. A pair with curb or double-link chains	2	10	0	2	2	0	1	18	0
Conveniencies not generally uſed.									
A ſwivel	0	3	0	0	2	3	0	1	6
A throat-latch dee	0	2	6	0	1	9	0	1	3
A hook for the bridoon-chain to hang on inſtead of a ſtrap	0	2	0	0	1	6	0	1	0
A rein-hook	0	3	6	0	2	3	0	1	9
A coupling-ring	0	1	6	0	1	0	0	0	9
If the bridoon-chains are more than three inches long each, add for each inch of ſingle chain	0	0	6	0	0	4	0	0	3
For the curb-chain	0	1	0	0	0	9	0	0	6

For a ſingle harneſs only half the above prices is to be charged.

EXTRA STRAPPINGS.	Plated with Silver.			Compoſition Metal.			Braſs.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Hip or back ſtraps, with tugs for a pair of coach or chariot harneſs	0	18	0	0	16	0	0	14	0
Ditto, for a ſmall phaeton or curricle	0	16	0	0	14	0	0	12	0
MARTINGALES, per pair.									
Whole martingales	1	0	0	0	18	0	0	14	0
A half ditto	0	14	0	0	10	0	0	8	0
FOREHEAD PIECES, and NOSE BANDS, per pair.									
Forehead pieces, plain	0	3	0	0	3	0	0	3	0
Noſe-bands to buckle round	0	6	0	0	5	0	0	5	0
Ditto for front only	0	4	0	0	4	0	0	4	0

ROSES, per pair.	Worſted or Tape. £.	s.	d.	Silk. £.	s.	d.
A pair of roſes, and lapping the fronts of a pair of harneſs — —	0	8	0	0	16	0
Ditto, with ear-bows for ditto —	0	11	0	1	0	0
A pair of roſes, and lapping the front of a chaiſe harneſs — — —	0	7	0	0	14	0
Ditto, with a ſingle ear-bow —	0	8	6	0	17	0

PAD and SADDLE-CLOTHS, per pair.	Plain bound.			Bound with 2½ inch lace.		
A pair of pad-cloths — —	0	7	9	0	12	0
A pair of ſaddle-cloths — —	0	9	0	0	16	0

* * *

EXTRA FURNITURE.

FRAMES FOR THE OUT EDGES OF HOUSINGS OR WINKERS, each.

	WINKERS.								HOUSINGS.							
Width of the moulding.	Silver.		Plated with Silver.		Com-poſition Metal.		Braſs.		Silver.		Plated with Silver.		Com-poſition Metal.		Braſs.	
Of an Inch.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
4-8ths	18	0	6	0	4	0	3	0	12	0	8	6	6	6	4	3
3-8	14	0	5	0	3	9	2	6	10	0	7	0	5	3	3	6
2-8	11	0	4	0	3	0	2	0	8	0	5	6	3	2	2	9
A ſaddle cantle of 2-8th or 3-8th moulding — —									8	0	4	0	3	0	2	0

* * *

TERRITS, per pair.

	Plated with Silver. £.	s.	d.	Compoſition Metal. £.	s.	d.	Braſs. £.	s.	d.
For the houſings — —	0	12	0	0	9	0	0	6	0
For the head-ſtal's — —	0	13	0	0	10	0	0	6	6
For ditto with flies —	0	14	0	0	10	0	0	7	0

EXTRA

EXTRAS TO THE FURNITURE.

ROUND, OVAL, OCTAGON, or SQUARE PLATES, or PIECES, RIMS, EMBOSSED CRESTS or CYPHERS.

Different Sizes.			Emboſſed CRESTS or CYPHERS.*								PLATES or PIECES†.								CIRCLES or RIMS.							
			Silver.		Plated with Silver.		Compoſition Metal.		Braſs.		Silver.		Plated with Silver.		Compoſition Metal.		Braſs.		Silver.		Plated with Silver.		Compoſition Metal.		Braſs.	
Inch.	Inch.	Inch	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
4	by 3	or 3½	12	0	10	0	6	8	5	0	6	0	3	6	2	4	1	9	4	0	2	4	1	8	1	2
3½	by 3	or 3¼	11	0	9	6	6	4	4	9	5	6	3	3	2	2	1	7½	3	6	2	2	1	6	1	1
3	by 3	or 3	10	0	9	0	6	0	4	6	5	0	3	0	2	0	1	6	3	3	2	0	1	4	1	0
3	by 2½	or 2¾	9	0	8	0	5	8	4	0	4	6	2	9	1	10	1	4½	3	0	1	10	1	3	0	11
2½	by 2½	or 2½	8	0	7	6	5	4	4	0	4	0	2	6	1	8	1	3	2	9	1	8	1	2	0	10
2½	by 2	or 2¼	7	6	6	6	5	0	3	6	3	9	2	3	1	6	1	1½	2	6	1	6	1	0	0	9
2	by 2	or 2	7	0	6	6	4	8	3	0	3	4	2	0	1	4	1	0	2	3	1	4	0	10½	0	8
2	by 1½	or 1¾	6	6	5	6	4	0	3	0	3	0	1	9	1	2	0	10½	2	0	1	2	0	9½	0	7
1½	by 1½	or 1½	6	0	5	0	3	8	2	9	2	6	1	6	1	0	0	9	1	9	1	0	0	8	0	6
1½	by 1	or 1¼	5	6	4	6	3	4	2	6	2	0	1	3	0	10½	0	7½	1	6	0	10½	0	7	0	5
1	by 1	or 1	4	6	4	0	3	0	2	3	1	9	1	0	0	9	0	6	1	3	0	9	0	6	0	4½
		$\frac{7}{8}$	4	0	3	6	2	8	2	0	1	6	0	10½	0	7½	0	5	1	0	0	7	0	5	0	3½
		$\frac{6}{8}$	3	6	3	0					1	3	0	9	0	6	0	4½	0	10	0	6	0	4	0	3
		$\frac{5}{8}$	3	0	2	6					1	0	0	7½	0	5	0	3½	0	8	0	5	0	3	0	2½
		$\frac{4}{8}$	2	6	2	0					0	9	0	6	0	4	0	3	0	6	0	4	0	2½	0	2

* For every arms that is emboſſed inſtead of creſts or cyphers, add 2s.

† For every creſt or cypher, which is engraved or chaſed on the plates, add 9d

EXTRA FOR PLATING THE IRON-WORK FOR A PAIR OF HARNESS.

	Plated with Silver.			Compoſition Metal.			Braſs.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
The collar tug-buckles	0	10	0	0	7	6	0	5	0
The trace-rings	0	14	0	0	10	6	0	7	0
Woodcock eyes. Common eyes	1	4	0	0	18	0	0	12	0
Spring ditto	1	7	0	1	0	0	0	13	6
The collar-dees	0	9	0	0	6	0	0	4	6
The HEAMS.									
For ſmall 3-8th mouldings on the fronts	0	15	0	0	10	0	0	3	9
The tips and loops plated	2	10	0	1	14	0	1	5	0
Ditto, with links plated	3	10	0	2	6	0	1	15	0
The whole heams, loops, and links, plated	7	0	0	5	5	0	3	10	0
Solid loops, or dees, for the reins	0	12	0	0	9	0	0	3	0
The BITS, plated.									
Straight check-bit	2	4	0	1	11	6	1	1	0
Duke's bits	2	8	0	2	2	0	1	9	0
Bridoon-bits	0	12	0	0	10	6	0	8	0
Stirrups for a poſtillion ſaddle	1	6	0	1	1	0	0	18	0

Theſe are the prices to be charged, if the Iron Furniture is plated; the ſeparate Parts of the Furniture are comprehended under the ſubject of Repairs, where the Prices, Plain and Plated, are ſeparately ſtated.

Half price for the above extras to the furniture, if for a ſingle-horſe harneſs.

CHAP.

CHAP. XI.

ON FINISHED HARNESS.

FROM the former deſcription of a plain harneſs, a knowledge of the price of the other ſorts is to be obtained, by adding to the plain harneſs the ſeveral ornaments and conveniencies which may be found neceſſary; yet, as the information would be more compleat by a repreſentation, four of the moſt uſual ſorts of harneſs will be deſcribed, viz. two of the breaſt collar houſing-harneſs, and two of the round-collar ſaddle harneſs, the patterns of which will anſwer for either the wheel, the leading, the poſtillion, the curricle, or the chaiſe harneſs, by making ſuch allowance as the difference of each requires.

The harneſs being of ſeveral deſcriptions, the price of each, in the following tables, will be ſeparately ſtated, but all with one ſort of furniture, viz. the ſilver plated, which is the moſt general in uſe by upwards of fifty to one; as it would be too prolix to enumerate the compoſition metal and braſs furniture in the ſame tables, they are therefore omitted; but the value of each is eaſily to be aſcertained by referring to the former tables, and obſerving the ſame rule as is laid down in the following.

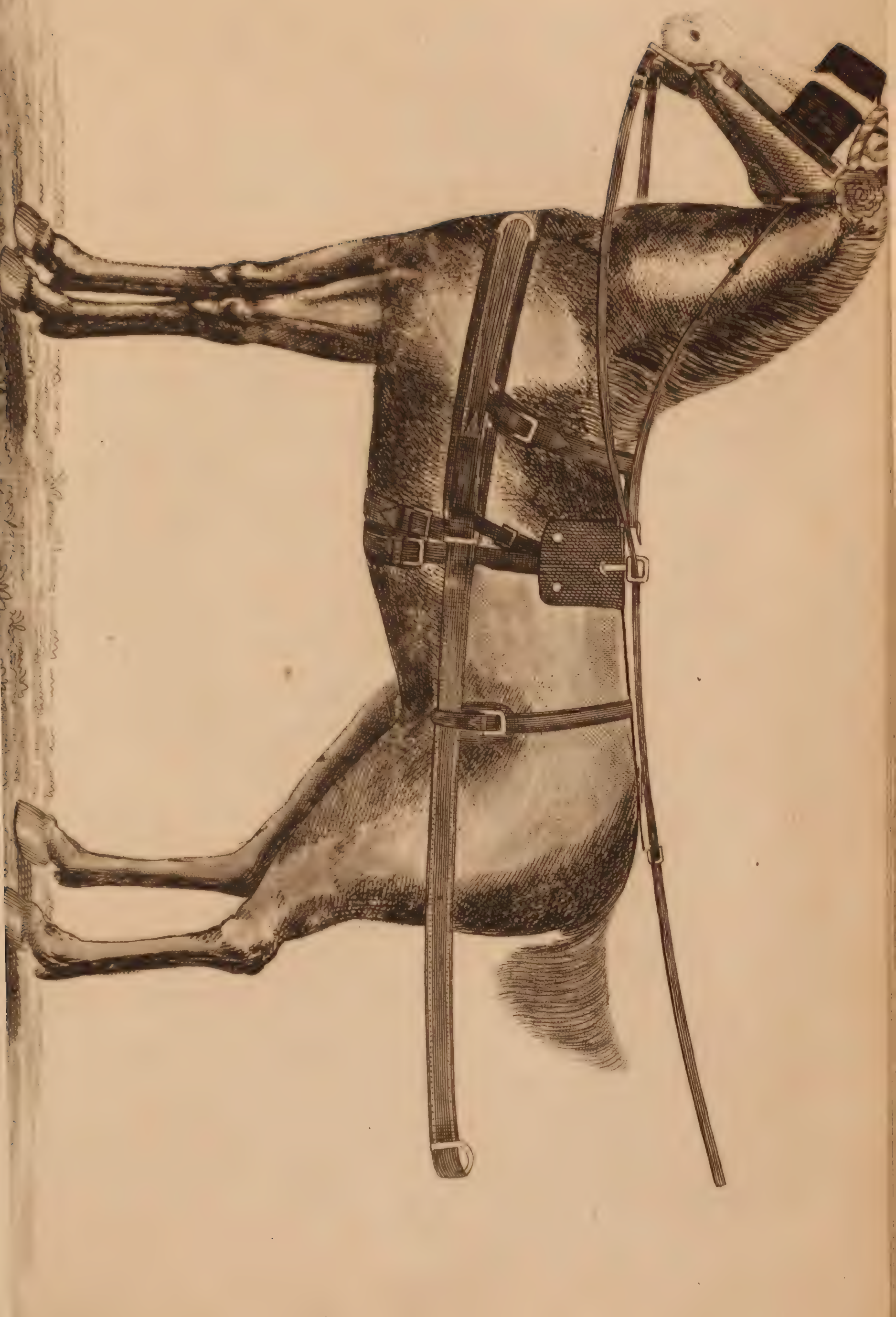
SECT. 1.

A PLAIN BREAST-COLLAR HOUSING-HARNESS.

PLATE L.

IN this pattern of a harneſs, there is nothing more than what is neceſſary, and, for common uſe, is to be recommended; to add more is to burden, and reſtrict the horſe in the free exerciſe of his ſtrength, ſuch a harneſs is therefore to be regarded for general uſe, in preference to others which are more loaded with ſtrappings or ſuperfluous ornaments, for it not only ſaves labour to the horſe, but trouble to the ſervant in cleaning, and money to the proprietor in the purchaſe.

Breaſt-collar harneſs is the moſt general in uſe, in particular for coaches or chariots; they are not ſo good for draught, but are more eaſy to be put on or taken off, are alſo lighter, and of leſs expence, than the round collars, and, if for frequent



frequent uſe, and the draught very light, may be recommended. Houſings are moſt generally uſed, and, where the weight is not required to be on the back, are leſs heating, and more to be recommended than ſaddles.

DESCRIPTION OF PLATE I.

A PLAIN breaſt-collar harneſs, with falſe belly-bands; the bridle plain, with bearing-reins hung to the throat-band by throat-latch dees; the houſing and winkers ſquare, with the corners rounded, but without ornaments.

The furniture ſilver plated, with the corners rounded; the buckles half ſquare, of the ſame pattern; throat-latches at the throat-band; the collar-buckles, dees, trace-rings, and bits, are of poliſhed iron as uſual.

PRICE OF THE
PLAIN BREAST-COLLAR HARNESS.

	Coach.			Chariot or large-ſized Phaeton.			Middle or ſmall-ſized Phaeton.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
The wheel harneſs —	11	14	0	10	14	6	10	4	3
EXTRAS.									
A pair of falſe belly-bands —	0	12	0	0	10	0	0	10	0
A ſet of throat-latch dees —	0	10	0	0	10	0	0	10	0
Total — —	12	16	0	11	14	6	11	4	3
A pair of leading harneſs, with long reins of the ſame pattern	12	14	0	11	12	9	11	2	3
EXTRAS.									
Long traces, or ſplinter-bars and a pole-hook — —	1	15	0	1	15	0	1	15	0
A ſet of throat-latches —	0	8	0	0	8	0	0	8	0
Total — —	14	19	0	13	17	9	13	7	3
The riding or wheel poſtillion harneſs — —	11	14	0	10	14	6	10	4	3
EXTRAS.									
A pair of falſe belly-bands —	0	12	0	0	10	0	0	10	0
A ſet of throat-latches —	0	10	0	0	10	0	0	10	0
Total — —	12	16	0	11	14	6	11	4	3
The leading harneſs, with long traces — —	13	9	0	12	9	6	11	19	3
EXTRAS.									
A ſet of throat-latches —	0	10	0	0	10	0	0	10	0
Total — —	13	19	0	12	17	6	12	9	3

The

	£.	s.	d.
The curricle harneſs, with the bar and bearers	14	10	0
EXTRAS.			
Falſe belly-bands	0	10	0
A ſet of throat-latches	0	1	0
Total	15	8	0

	£.	s.	d.
The chaiſe or gig harneſs	5	7	0
EXTRAS.			
A pair of throat latches	0	4	0
Total	5	11	0

SECT. 2.

PLAIN NECK, OR ROUND, COLLAR HARNESS, WITH SADDLES INSTEAD OF HOUSINGS.

PLATE LI.

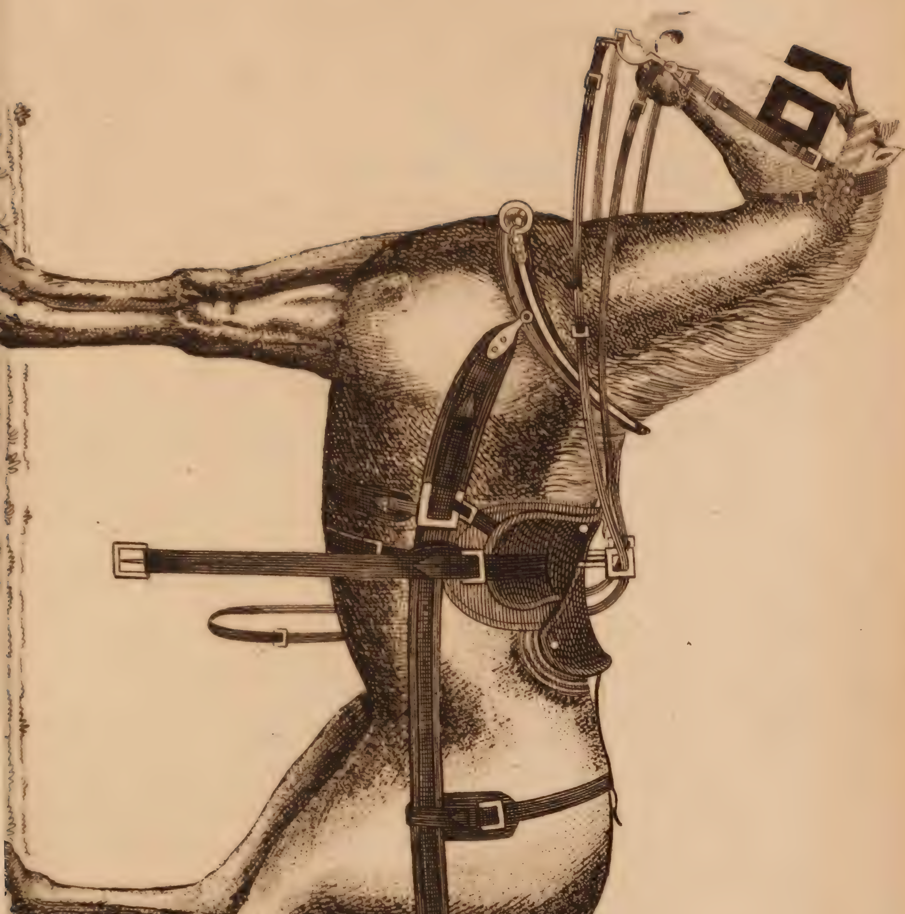
THE round or neck collar harneſs for curricles or chaiſes, is moſt generally uſed, and is much to be preferred, as the horſes have a ſtronger purchaſe, and work with more eaſe in them than in the others; but their advantage is diſregarded from the prejudice of cuſtom, and the abſurdity prevails of uſing breaſt-collars to heavy four-wheeled carriages, and the neck-collar to light two-wheeled carriages. With hackney and ſtage coaches, and poſt-chaiſes, the neck-collars are, in general, uſed, as the proprietors are ſenſible of the advantages thereof; but a ſimilar appearance to theſe is the principal objection many perſons have to the uſe of them, yet, if they are neatly finiſhed, have an appearance far before the others.

The breaſt-collars have a light appearance, and, if the draught is light, and the journey ſhort, may with propriety be uſed; but, if otherwiſe, the round neck-collars are much to be preferred. Saddles were never intended but to carry weight, and, for that purpoſe, are always uſed, in particular, for chaiſe and curricle harneſs, where the weight of the fore part of the carriage reſts on them, yet as the form of them is more agreeable to the eye than the houſings, they are often uſed to harneſs for four-wheeled carriages, and, if made light and ſmall, have a ſmart appearance.

DESCRIPTION OF PLATE LI.

THE repreſentation more exactly deſcribes a one-horſe harneſs, having a ſaddle and a back-band, with tugs for the ſhafts to hang by; but, except the tugs and back-band, this pattern will anſwer for any other. It is a plain neck-collar, ſaddle harneſs, with falſe belly-band; the wink-

Plate LI.



ers ſquare; the ſaddle jockey, or double-ſkirted, with a plain ſaddle-cloth bound round with cloth; the front lapped, and a pair of roſes; the furniture ſquare, with a half-ſquare buckle; ſquare plates on the winkers. The heams, bits, collar-buckles, rings, and woodcock eyes, are of poliſhed iron, or covered with leather.

PRICE OF THE

PLAIN NECK, OR ROUND-COLLAR HARNESS.

	Coach.			Chariot or large-ſized Phaeton.			Middle or ſmall-ſized Phaeton.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
The wheel harneſs —	11	14	0	10	14	6	10	4	3
EXTRAS.									
Saddles inſtead of houſings —	1	4	0	1	1	0	1	1	0
Neck, inſtead of breaſt-collars –	1	5	0	1	3	0	1	3	0
Saddle-cloths, plain, bound —	0	10	0	0	10	0	0	10	0
A pair of worſted or tape roſes, and lapping the fronts —	0	8	0	0	8	0	0	8	0
A pair of falſe belly-bands —	0	12	0	0	10	0	0	10	0
A ſet of winker-plates, 2½ inches	0	9	0	0	9	0	0	9	0
Total — —	16	2	0	14	15	6	14	5	3
The leading harneſs —	12	14	6	11	14	6	11	4	3
EXTRAS									
The ſame as before, except the falſe belly-bands —	3	16	0	3	11	0	3	11	0
Total — —	16	10	0	15	5	6	14	15	3

The

	Coach.			Chariot or large-ſized Phaeton.			Middle or ſmall-ſized Phaeton.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
The riding or poſtillion wheel harneſs — —	11	14	6	10	14	6	10	0	0
EXTRAS									
The ſame as to the other wheel harneſs, except one ſaddle and cloth — —	3	11	0	3	5	6	3	5	6
Total — —	15	5	6	14	0	0	13	5	6
A poſtillion leading harneſs, with long traces —	13	9	0	12	9	6	11	19	6
EXTRAS									
The ſame as to the other leading harneſs, except one ſaddle and cloth — —	2	19	0	2	15	6	2	15	6
Total — —	16	8	0	15	5	0	14	15	0

* * *

	£.	s.	d.
The curricle harneſs, with the bar, &c. —	14	10	0
EXTRAS.			
The ſame as to the firſt ſmall phaeton wheel harneſs, except the ſaddles — —	3	0	0
Total —	17	10	0

* * *

	£.	s.	d.
The chaiſe or gig harneſs — —	5	7	0
EXTRAS			
The ſame as the laſt, but only half the quantity, and a falſe belly-band excepted —	1	5	0
Total — —	6	12	0

SECT. 3.

A FASHIONABLE ROUND-COLLAR SADDLE HARNESS.

PLATE LII.

WHEN a carriage is ornamented in a ſuperior manner, it then becomes neceſſary to make the harneſs ſuitable, which may be done without overloading it with ſtrappings. Its neatneſs conſiſts chiefly in the ornaments, which are, according to the preſent faſhion, moſtly laviſhed on the head. Round, neat collars, and ſmall ſaddles, have the moſt genteel appearance, in particular if the iron-work is plated. Breechings, martingales, noſe-bands, forehead-pieces, and bridoon-reins, make the harneſs look more full and compleat, but may all be regarded as unneceſſary for uſe, and only for ornament.

DESCRIPTION OF PLATE LII.

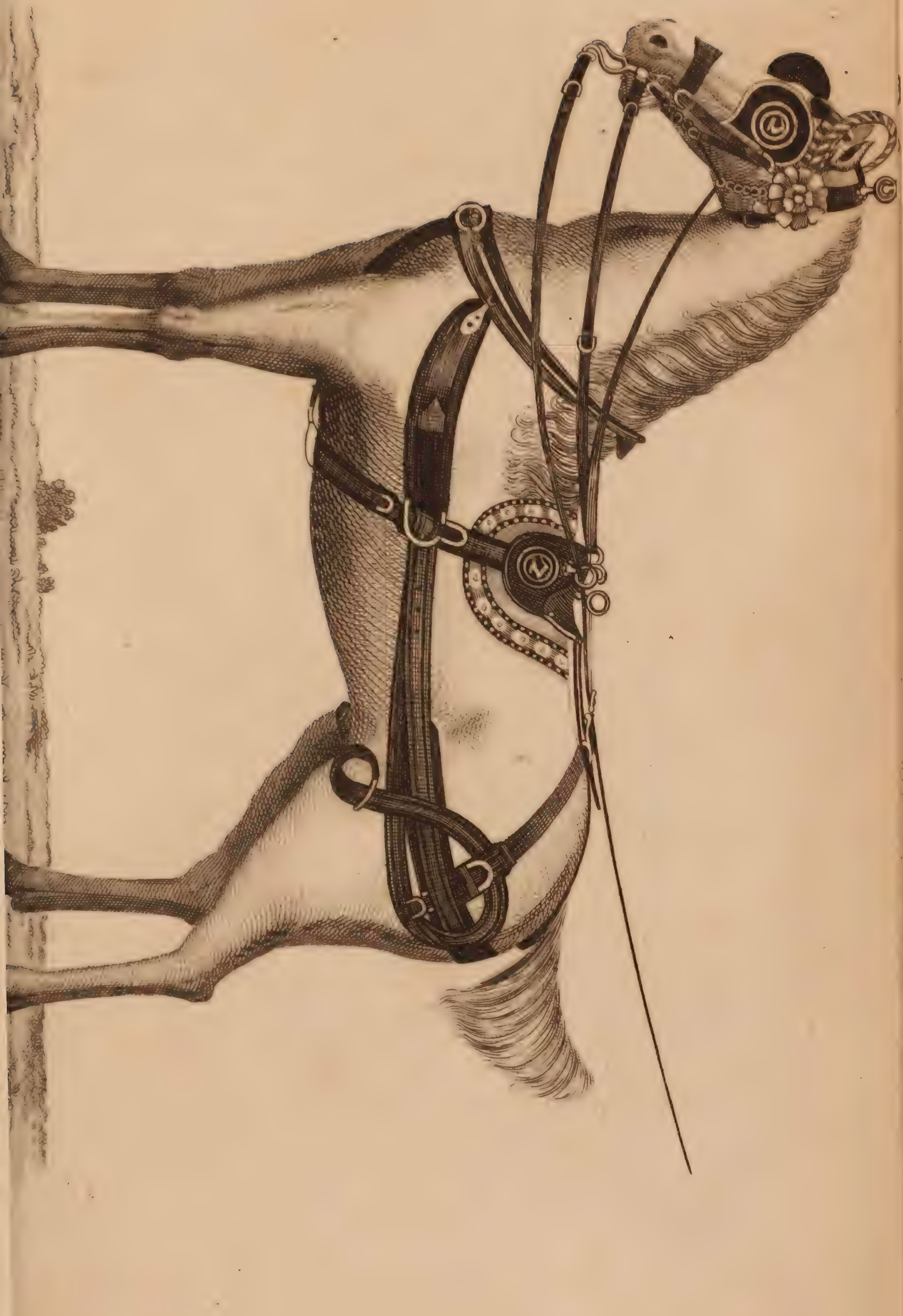
A NECK collar ſaddle harneſs, with breechings, martingales, bridoons with double chains, front noſe-bands, forehead-pieces, ſilk roſes with ear-bows, ſaddle-cloths trimmed with two-inch lace, the winkers of a pattern ſuitable to the form of the ſaddle. The furniture of a half oblong form; the territs round, with a centre one on each ſaddle; and a fly head-ring on each head-ſtall. The ornaments to the winkers are frames; to the ſaddle and winkers double rims, and ſilver, emboſſed creſts. The loops, links, and tips of the heams are plated: the collar-buckles and dees, the trace-rings, or woodcock eyes, plated.

PRICE OF THE FASHIONABLE ROUND-COLLAR SADDLE HARNESS.

	Coach.			Chariot or large-ſized Phaeton.			Middle or ſmall-ſized Phaeton.		
	£.	s.	d.	£.	s.	d	£.	s.	d.
The wheel harneſs —	11	14	0	10	14	6	10	4	3
EXTRAS.									
A pair of breechings —	1	6	0	1	6	0	1	1	0
Neck, inſtead of breaſt-collars	1	5	0	1	3	0	1	3	0
Saddles, inſtead of houſings —	1	4	0	1	1	0	1	1	0
A pair of ſhort, or half martingales — —	0	12	0	0	12	0	0	12	0
A pair of front noſe-bands —	0	4	0	0	4	0	0	4	0
A pair of bridoons, with double chains — —	1	15	0	1	15	0	1	15	0
A pair of center territs —	0	12	0	0	12	0	0	12	0
A pair of fly head-rings —	0	12	0	0	12	0	0	12	0
Four light 3 8th frames to the winkers — —	1	0	0	1	0	0	1	0	0
Eight 3-inch, and eight 2½ inch rims, for the winkers and ſaddle — —	1	12	0	1	12	0	1	12	0
Eight ſilver emboſſed creſts —	2	13	4	2	13	4	2	13	4
A pair of ſaddle cantles —	0	8	0	0	8	0	0	8	0
Carry over —	24	17	4	23	13	4	22	17	7

A pair

Plate LII



	Coach.			Chariot or large-ſized Phaeton.			Middle or ſmall-ſized Phaeton.		
	£.	s.	d	£.	s.	d.	£.	s.	d.
Brought over —	24	17	4	23	13	4	22	17	7
A pair of ſaddle-cloths, trimmed with 2¼ inch lace —	0	16	0	0	16	4	0	16	4
A pair of ſilk roſes, with ear bows, and the fronts lapped -	1	0	0	1	0	0	1	0	0
The collar-buckles and trace-rings plated — —	1	4	0	1	4	0	1	4	0
Total — —	27	17	4	26	12	10	25	17	7
The leading harneſs. —	12	14	0	11	14	6	11	4	3
EXTRAS									
The ſame as before, except the breechings ——	14	10	4	14	5	4	14	3	10
Total — —	27	11	4	26	6	10	25	16	7
The riding, or poſtillion wheel harneſs — —	11	14	6	10	14	6	10	14	6
EXTRAS									
The ſame as to the other wheel harneſs, except one ſaddle and cloth, four rims, two creſts, and a cantle for ditto —	13	15	0	13	10	0	13	5	0
Total — —	25	16	6	24	11	6	24	8	0
The poſtillion leading harneſs	13	9	0	12	9	6	11	19	6
EXTRAS									
The ſame as the laſt, but without breechings —	12	16	0	12	11	0	12	12	6
Total — —	26	5	0	25	0	6	24	12	6

The

	£.	s.	d.
The curricle harneſs, with a bar, &c. —	14	10	0
The bar plated — — —	2	10	0

THE EXTRAS

The ſame as to the driving wheel harneſs for the middle-ſized phaeton, except the ſaddles	14	12	4
	£. 31	12	4

	£.	s.	d.
The chaiſe harneſs — —	5	7	0

THE EXTRAS

Half the price of the curricle extras —	7	6	2

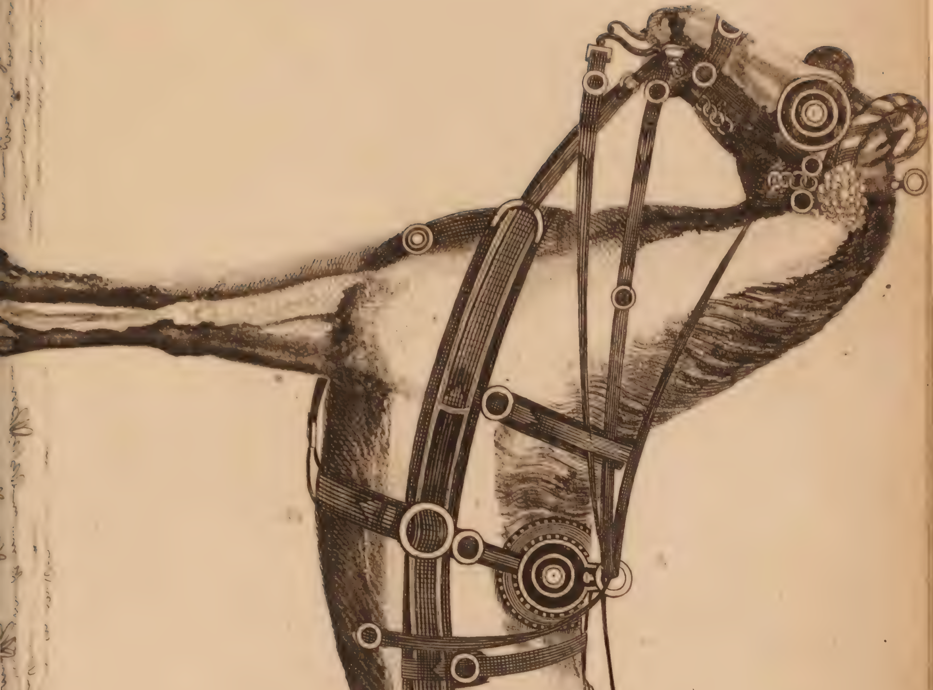
SECT. 4.

A BREAST-COLLAR, HOUSING, FULL-MADE HARNESS.

PLATE LIII.

FOR town uſe, a handſome, full, breaſt-collar harneſs, may, with propriety, be uſed; as the carriage runs much lighter on the ſtones than it generally does on the roads, and, as the journies about town are moſtly ſhort, no great diſadvantage in the draught can be felt from the breaſt-

Plate LIII



breaſt-collar, or in the weight of the harneſs, from the extra ſtrapping with which it is ornamented. To a handſome carriage, a handſome harneſs is indiſpenſable, and, for ſhew, the round furniture looks beſt, but is the moſt troubleſome to put together or take aſunder, as the rims of the buckles are too narrow for the ſtraps, which are thick and not pliable; the ſquare buckle is much more convenient, but the half ſquare buckle is the moſt uſeful of any. Ornamenting the ſtraps with ſmall ſtuds has been much in uſe, but is now out of faſhion, except for very grand equipages, and they are beſides ſometimes decorated with ribbands, both of which are omitted in the repreſentations, being but ſeldom uſed.

DESCRIPTION OF PLATE LIII.

A BREAST-collar full-made harneſs, with houſings; breechings; two back-ſtraps; martingales; bridoon-heads, with double chains; noſe-bands; forehead pieces; roſes, and earbows; pad-cloths bound with lace.

Whole-buckle furniture; centre and head territs; frames to the houſings and winkers; eight $2\frac{1}{2}$ inch rims, and eight two-inch plates, on both three two-inch rims, and three $1\frac{1}{2}$ inch plates for the noſe bands, forehead-pieces, and martingales;

gales; the bits, collar-buckles, dees, and trace-rings, plated.

PRICE OF THE
BREAST-COLLAR HOUSING HARNESS.

	Coach.			Chariot or large-ſized Phaeton.			Middle or ſmall-ſized Phaeton.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
The wheel harneſs	11	14	0	10	14	6	10	4	3
EXTRAS.									
A pair of breechings	1	6	0	1	6	0	1	1	0
Two pair of back-ſtraps	1	16	0	1	16	0	1	12	0
A pair of martingales	1	0	0	1	0	0	1	0	0
A pair of forehead pieces	0	3	0	0	3	0	0	3	0
A pair of bridoons, with double chains	1	15	0	1	15	0	1	15	0
A pair of noſe-bands	0	6	0	0	6	0	0	6	0
A pair of ſilk roſes, and ear-bows, and lapping the fronts	1	0	0	1	0	0	1	0	0
A pair of pad-cloths, bound with lace	0	12	0	0	12	0	0	12	0
Two centre and two head territs	1	4	0	1	4	0	1	4	0
Two houſing and four winker frames of a half-inch moulding	2	18	0	2	18	0	2	14	0
Eight 2½-inch rims, and three two-inch ditto	0	17	4	0	17	4	0	17	4
Eight two-inch plates, and three 1½-inch ditto	1	0	6	1	0	6	1	0	6
A pair of duke's bits plated	2	8	0	2	8	0	2	8	0
The bridoon bits ditto	0	12	0	0	12	0	0	12	0
The trace-rings ditto	0	14	0	0	14	0	0	14	0
The collar-buckles ditto	0	10	0	0	10	0	0	10	0
The collar-dees ditto	0	9	0	0	9	0	0	9	0
Whole buckles, inſtead of half to the common harneſs	0	14	0	0	14	0	0	12	0
Ditto to the extra ſtrapping	0	7	0	0	7	0	0	6	0
Total	31	5	10	30	16	4	29	18	7

A lead-

	Coach.			Chariot or large-ſized Phaeton.			Middle or ſmall-ſized Phaeton.		
	£.	*s.*	*d.*	*£.*	*s.*	*d.*	*£.*	*s.*	*d.*
The leading harneſs —	12	14	0	11	14	6	10	14	6
EXTRAS									
The ſame as before, except the breechings —	18	5	10	18	5	10	17	11	10
Total — —	30	19	10	30	0	4	28	6	4
The riding, or poſtillion wheel harneſs — —	11	14	6	10	14	6	10	14	6
EXTRAS									
The ſame as to the other wheel harneſs, except one territ, one frame, two rims, two plates, and one pad-cloth for the houſing — ---	18	4	6	18	4	6	17	5	6
Total — —	29	19	0	28	19	0	28	0	0
The poſtillion leading harneſs	13	9	0	12	9	6	11	19	6
EXTRAS									
The ſame as the laſt, excepting breechings —	17	18	6	17	18	6	17	4	6
Total — —	31	7	6	30	8	0	29	4	0

* * *

	£.	*s.*	*d.*
The curricle harneſs, with the bar, &c. —	14	10	0
EXTRAS.			
The ſame as to the ſmall phaeton driving wheel harneſs, except two centre territs, and frames for the houſing — —	17	13	10
Total —	32	3	10

The

	£.	s.	d.
The chaiſe or gig harneſs — —	5	7	0
EXTRAS			
Half the amount of the laſt-mentioned curricle	8	14	5
Total — —	14	1	5

END OF THE SECOND VOLUME.

GLOSSARY AND INDEX.

A.

ARMS. The diſtinction of families, which are moſtly painted on the pannels. Vol. 1, p. 195.

Axletree. A piece of wrought iron work, fixed to the under part of the carriage, on which the wheels are placed. p. 81.

Axletree Arm. That part of the axletree which paſſes through the centre of the wheel, and on which it turns. Vol. 1, p. 81.

Axletree Bed. The timber, in which the axletree is let or bedded. Vol. 1, p. 47, 50.

Axletree Boxes. Iron tubes fitted to the arms of the axletree, fixed firm in the wheel's ſtock, and which contains the greaſe or oil. Vol. 1, p. 82.

Axletree Hoop. An iron hoop, which fixes the axletree to the timber or bed on which it reſts. Vol. 1, p. 102.

Axletree Nut. An iron ſcrew, with a large ſurface fixed to the fore or hind end of the axletree, for the purpoſe of keeping on the wheels. Vol. 1, p. 81.

Axletree Waſher. An iron collar or ſhoulder, fitted to the body or large end of the axletree, againſt which the back of the wheel wears, for the purpoſe of keeping in the greaſe. Vol. 1, p. 81.

B.

Back Band. Part of a one horſe chaiſe harneſs, which croſſes the ſaddle, and ſupports the ſhafts. Vol. 2. p. 140.

Back Strap. A part of the harneſs looped on the crupper, and buckled to a loop or tug to keep up the traces. Vol. 2, p. 134.

Bars. Timbers of various ſorts, particularly deſcribed in alphabetical order.

Battens. Strips of wood, which are fixed on the outſide of the pannels to form the framing, and are then moulded; but when fixed on the inſide of the pannels, are to mend or ſtrengthen them. Vol. 1, p. 18, 21.

Beads. The mouldings which ornament the carriage. Vol. 1. p. 167.

Bearing Rein. The rein which holds up the horſe's head. Vol. 2. p. 138.

Belly Band. A leather which buckles round the horſe's belly, and fixes on the pad or houſing. Vol. 2, p. 135.

Bit. An iron inſtrument, which is put into the mouth of the horſe, by which he is governed. Vol. 2, p. 146.

Blinds. Such as Venetian and ſpring blinds, ſee each in their order.

Blocks. Wooden raiſers to the ſprings of phaetons; foot-boards, budgets, ſhafts, &c. moſtly ornamented by carving, and are deſcribed by what is raiſed upon them, ſuch as budget blocks, &c. Vol. 1. p. 120.

Body. That part of the carriage, which contains the paſſengers. Vol. 1. p. 5.

Body Loops. Strong iron loops, ſcrewed or bolted to the bottom corners of the body, and by which it hangs. Vol. 1, p. 32.

Bolts. Iron pins of various lengths, headed at the one end, and ſcrewed at the other, and are in general about half an inch thick. Vol. 1. p. 103.

Boots and Budgets. Large leathered boxes, fixed on the fore part of the carriage, and diſtinguiſhed by the various names of Saliſbury, platform, or trunk boots and budgets. Vol. 1, p. 115.

Boodge or Sword-caſe. A prominence from the back of the body, to carry parcels in. Vol. 1, p. 15.

Bottom or Pannel Bars. The bottom end framings of the body, on which the end pannels reſt. Vol. 1, p. 12.

Bottom Boards. Boards which form the bottom of the body. Vol. 1, p. 16.

Boxes. See axletree box, ſeat box, coach box, driving box, cap box, &c.

Box Locks. Are the locks uſed for the doors of the body. Vol. 1, p. 161.

Braces. The leathers by which the bodies are hung, or checked Vol. 1, p. 210.

Brackets. Parts of the framing of the body, which ſupport the foot-board, and alſo the carved ornaments, fixed on each ſide the top of the coach box foot-board. Vol. 1, p. 31, 55.

Braſs Bead Edgings. Braſs plates, which are ſcrewed to the ſide of doors for them to ſhut on. Vol. 1, p. 160.

Breaſt Collar. A part of the harneſs which is placed round the horſe's breaſt, by which he draws. Vol. 2, p. 133.

Breeching. That part of the harneſs which goes round the breech of the horſe. Vol. 2, p. 134.

Bridle. That part of the harneſs which is put on the head of the horſe, by which he is managed. Vol. 2, p. 136.

Bridge. Part of the furniture of the harneſs, moſtly made in the ſhape of the buckle, but has no tongue, only two croſs bars or bridges, round which the ſtrapping is looped. Vol. 2. p. 165.

Bridoon. An additional temporary bridle, made ſimilar to a riding or watering bridle. Vol. 2. p. 141.

Bridoon Bit. The bit which is uſed to the bridoon bridle. Vol. 2, p. 146.

Bridoon Chain, or Links. Small ornaments, through which the bridoon reins run. Vol. 2, p. 146.

Budget Boot and Horn Bar. The inner croſs bar to the front of the carriage, on which the fore ſpring ſtay and budget reſt. Vol. 1, p. 48.

Buggy. A ſmall phaeton or chaiſe, made only to carry one perſon: Vol. 2, p. 121.

Buttons. Nails or ſcrews with large braſs heads, for the purpoſe of hitching on the ſtraps, moſtly ſilvered, but ſometimes plated. Vol. 1, p. 163.

Button Hangers. Small ornamented taſſels, which are placed on the fringe. Vol. 1. p. 136.

C.

Cabriole. A two wheel carriage, with the body ſomewhat like a chariot, built and uſed moſtly in France

Cap Box. A long leather caſe, uſed for the purpoſe of carrying ladies head dreſſes. Vol. 1, p. 224.

Caps. Small pieces of leather, uſed to confine temporary pins or bolts, ſuch as pole pin caps, &c.

Carriage. That part, on which the body is placed, and to which the wheels are united. Vol. 1. p. 39.

Carpeting. Covering the bottom of the body or ſtep treads with carpet.

Chain Belt. A thin wire chain, covered with leather, made in the form, and to anſwer the uſe of a ſtrap, for the purpoſe of ſecuring trunks, &c. behind a carriage. Vol. 1, p. 217.

Chair. A light chaiſe without pannels, for the uſe of parks, gardens, &c. a name commonly applied to all light chaiſes. Vol. 2, p. 121.

Check Brace. A ſingle ſtrip of leather, which is looped through a ring at the corners of the body, to check it from ſwinging too much endways. Vol. 1, p. 211.

Check Ring. An iron ring ſcrewed into the corner pillars of the body for the check braces. Vol. 1, p. 106.

Check String. A worſted line, by which the coachman has notice to ſtop.

Coach Box. The fixture on which the driver ſits. Vol. 1, p. 125.

Collar. That part of the harneſs, by which the horſe draws; it is of two ſorts, the breaſt and the heam, alſo a ſhoulder or middle to an iron ſtay or bolt. Vol. 2, p. 133, 139.

Collar Bolt. A bolt with two nuts, and a collar in the middle. Vol. 1, p. 104.

Collar Brace. A ſtrong leather ſtrap, fixed under the body, to check it from ſwinging ſideways. Vol. 1, p. 211.

Collar Brace Ring. An iron ring, through which the collar brace is looped. Vol. 1, p. 106.

Cork Ledge. A long ſtripe of cork, nailed on the coachman's foot-board, againſt which his feet are placed.

Corner Pillars. The corner framings of bodies. Vol. 1, p. 10.

Cornice Rails. The top framing of the body of a coach or chariot, called roof rails. Vol. 1, p. 13.

Counter Sunk Bolt. A bolt, the head of which is let in level with the ſurface of the plate it fixes

Coupling Reins. The reins which couple the horſes together. Vol. 2, p. 137.

Cradle. A leather convenience fixed to oppoſite bearings, for any thing to be carried ſafe, and the coachman to ride eaſy upon. Vol. 1. p. 130.

Cranes. Strong iron bars, which form the ſides of the upper carriage, and unite the back and fore timbers, ſhaped like a crane's neck, for the purpoſe of the fore wheels to paſs under. Vol. 1, p. 94.

Crane Neck Carriage. A carriage that is made with cranes. Vol. 1, p. 53.

Crane Shaft. Wood inſtead of iron, for the ſame purpoſe. Vol. 2, p. 83.

Crown Piece. That part of the bridle which lies on the horſe's head. Vol. 2, p. 137.

Curb. The ſmall chain which goes round the horſe's jaw, and hooks to the bit.

Curb Hook. A hook which the curb is hitched to.

Curricle. A two wheel carriage, drawn by two horſes abreaſt. Vol. 2, p. 95.

Curtuers or Cuttos. Projections left at the end of the axletree bed, which lie over the back part of the wheel to ſhelter the axletree from gravel or other dirt. Vol. 1, p. 48.

D.

Daſhing or Splaſhing Leather. A large iron frame, covered with leather, preventing the dirt from ſplaſhing againſt the paſſengers or pannels. Vol. 1, p. 206.

Dee. A ring in the ſhape of a D. for a ſtrap to loop through. Vol. 2, p. 145.

Door Pillars. The ſide framings of the doors. Vol. 1, p. 14.

Door Styles or Middle Rails. The middle framing of the doors. Vol. 1. p. 14.

Dovetail Ketch. A ſmall iron ketch, fixed on the ſide of the door, to prevent it ſettling. Vol. 1, p. 162.

Duke's Bit. A bit of a peculiar form on the outſide. Vol. 2. p. 146.

Drag Chain. A ſtrong chain, with a large hook to hitch on the hind wheel, and keep it from turning when deſcending a hill. Vol. 1. p. 221.

Drag Staff. A ſhort pole, which is fixed under the hind part of the carriage, and to be let down when aſcending a hill, to give the horſe more eaſe, by occaſionally reſting. Vol. 1, p. 221.

Driving Cuſhion. A deep cuſhion, made purpoſely for the driver to ſit on.

Driving Box. A portable box, on which a cuſhion is placed, to raiſe the driver. Vol. 1, p. 149.

Drop Bottom. The bottom of a coach, chariot, or chaiſe body, when ſunk deeper than the ſurface of the framing, to give more room. Vol. 1, p. 15.

Drop Seat Box. A box which is made to hang between the ſeat rails, to carry luggage.

E.

Ear Bows. Leathers bent acroſs the horſe's ears, lapped with tape, the ſame as the fronts and roſes. Vol. 2, p. 148.

Elbow Caſe. A cavity in the inſide of the body, at the elbow part, for bottles, &c. ſeldom uſed but to travelling carriages.

Elbow Rails. The middle part of the framing to a coach or chariot, and the upper part to a chaiſe or phaeton body, on which the elbow reſts. Inſide elbows are projections within the body, for the elbow to reſt on. Vol. 1, p. 12.

Elbow Springs. Are thoſe that riſe in an oblique direction from their bearings, moſtly uſed to one horſe, or phaeton carriages. Vol. 1. p. 76.

Emboſſing. A method of raiſing the creſts, &c. in ſilver or plated metals, &c. the ſame as in relievo. Vol. 1, p. 172.

Engliſh Pole Pieces. The pole pieces that are fixed to the pole-end. Vol. 1, p. 212.

F.

Falls. That part of the lining, which hangs looſe from the ſeat rails.

Falſe Collars. Thoſe that are occaſionally added under the others, to prevent the horſe from being galled by friction. Vol. 2, p. 139.

Falſe Belly Bands. A leather ſtrap, which buckles on each ſide of the collar to keep it down, ſo as to ſave the uſe of a breeching. Vol. 2, p. 159.

Falſe Lining. A linen cover, to preſerve the cloth lining clean. Vol. 1. p. 149.

Felly. A divided part of the rim of a wheel, alſo a ſmall part of a circle which is fixed on the futchells, and forms a bearing for the whole or half wheel front. Vol. 1, p. 110.

Fence. A rabbet round the edges of the lights, to prevent the weather getting between it, and the glaſs or ſhutter frame.

Fillet. A narrow painted border, not exceeding one inch broad. Vol. 1, p. 198.

Foot Boards. Are what the feet of the ſervant or driver reſt on. Vol. 1, p. 31, 55.

Foot Board Ledge. A ſmall piece of timber fixed on the footboard, againſt which the coachman's feet are placed. Vol. 1, p. 55.

Footman Cuſhion. A wooden frame ſtuffed, and covered with ſtout leather, to eaſe and elevate the ſervant behind the carriage. Vol. 1, p. 123.

Footman Holders. Lace, with taſſels, hung to the back of the body, by which the footman holds. Vol. 1, p. 143.

Footman Step. An iron ſtep, fixed to the hind part of the carriage, for the ſervant to mount by. Vol. 1, p. 108.

Fore Bar or Block. A bar framed in the front of a carriage. Vol. 1, p. 49, 62.

Fore Carriage. The under part, or conductor of a four wheel carriage, to which the fore wheels are placed. Vol. 1, p. 49.

Forehead Piece. An ornament, which hangs looſely on the forehead of the horſe. Vol. 2. p. 142.

Fore Pillars. That part of the framing in a chariot, on which the doors hang, and which forms the front ſweep. Vol. 1, p. 11.

Fore Rails. The croſs framing rails to the fore end of a body. Vol. 1. p. 15.

Fore Tranſom. The timber which croſſes the perch, on which the ſprings are placed, and through which the centre pin, or perch bolt, paſſes to the fore carriage. Vol. 1, p. 46.

Frame Heads. The head of a chaiſe or phaeton, made on an iron frame, for the purpoſe of taking off occaſionally. Vol. 1, p. 98.

French Pole Pieces. Pole pieces which are made double, ſo as to be taken off occaſionally. Vol. 1, p. 212.

French Reins. Long coupling reins, which buckle at the upper part of the long hand reins.

Front. A broad ſtripe to the front of the bridle, moſtly covered with taping to match the roſes. Vol. 2, p. 137.

Futchells. The timbers of the under carriage, in which the pole is fixed. Vol. 1, p. 50.

G.

Galling Leather. A broad ſtrip of leather, ſewed under that part of the harneſs, where there is a buckle to prevent it from galling the horſe, or placed under the coachman's ſeat.

Gib. A ſmall half-round wedge, which keeps the pole from riſing. Vol. 1, p. 52.

Gib Straps. Two ſtraps nailed to the gib, to confine it in its places Vol. 1, p. 52.

Gig. A one horſe chaiſe built in a fanciful ſtyle. Vol. 2, p. 96.

Glaſs Rollers. A braſs machine, which eaſes the weight of the glaſs when drawing up. Vol. 1, p. 162.

Glaſs Strings or Holders. The lace which is nailed to the frames, to draw up the glaſſes by. Vol. 1, p. 142.

Globe Lamp. A lamp, the body of which is of a globular form. Vol. 1. p. 182.

Graſhopper Spring. A peculiar formed ſpring, which fixes under the ſhaft of a one horſe chaiſe to the axletree. Vol. 1, p. 76.

H.

Hammer Cloth. An ornamented covering to the coachman's ſeat. Vol. 1, p. 153.

Hand Reins. The reins which the driver holds, and by which the horſes are guided. Vol. 2, p. 137.

Hanging and Unhanging. Is taking the body from the carriage for any material repair, and re-fixing it when done.

Head Plates. Metal ornaments, placed at the upper parts of bodies. Vol. 1, p. 171.

Head Plate Pins. Small nails, with plated heads, to faſten the head plates with.

Head Ring, or Head Territ. A ring, placed on the top of the bridle of the wheel harneſs, through which the leading reins paſs, when four horſes are drove in hand, and ſometimes uſed for ornament only. Vol. 2, p. 148.

Heads. The top or cover of a phaeton, chaiſe, &c. or the top of the bridle. Vol. 1, p. 202.

Head Stall. The bridle without the bit or reins, and ſometimes means the crown piece only. Vol. 2, p. 137.

Heam Collar. A padded or ſtuffed collar, which goes round the horſe's neck, and by which he draws. Vol. 2, p. 146.

Heams. Two compaſſed irons, with links at one end, and loops to buckle at the other, fitted to the neck collar, by which the draught is taken. Vol. 2, p. 146.

Heam Links. The links, which unite the heams at the bottom. Vol. 2, p. 147.

Heam Strap. A ſmall ſtrap, which confines the heams at the top. Vol. 2, p. 147.

Heam Tugs. A part of the harneſs rivetted to the heams, to which the traces are faſtened or buckled. Vol. 2, p. 139.

Heel Boards, or Heel Leathers. Boards or leathers nailed under the ſeat, to ſhelter the legs from the cold. Vol. 2, p. 127.

Hedge Hog. A leather ſtuck full of nails, to buckle on the pole with the points upward, to prevent the horſes gnawing it.

Hind Standards. An ornamented platform, on which the footman ſtands behind the carriage. Vol. 1, p. 123.

Hip Straps. A part of the harneſs, which lies on the hips of the horſe, and buckles to the breeching tugs, which it ſupports. Vol. 2, p. 133.

Holders. Broad lace with taſſels, by which the perſon in the carriage holds, or draws the glaſſes up by. Vol. 1, p. 136.

Horn Bar. Same as budget or boot bar.

Hoop Sticks. Thin compaſſed rails, which form the roof. Vol. 1, p. 31.

Hoops. Iron rims, which are tightly drove on, to ſtrengthen or unite two things together. Vol. 1, p. 102.

Hooped Wheel. The wheel whereof the iron rim is one entire piece. Vol. 1, p. 111.

Hooping Piece. A ſtrong timber, which unites the perch to the fore end of the carriage. Vol. 1, p. 46.

Hooping Wings. Two extending timbers, which unite the perch to the fore end of the carriage. Vol. 1. p. 46.

Houſing. A ſmall ſquare pad, which lies on the horſe's back, to which moſt of the harneſs is fixed. Vol. 2, p. 132.

Houſing Cuſhion. The ſoft ſtuffed under part of the houſing. Vol. 2, p. 133

I.

Imperial. A leathered caſe, which is placed occaſionally on the roof of the body, for the purpoſe of carrying cloaths, &c. ſafe. Vol. 1, p. 218.

Italian Lamps. A lamp of an oblong or cylindrical round form. Vol. 1, p. 182.

J.

Jack. A ſmall machine, in which the brace is fixed, to be let out or taken in by. Vol. 1, p. 78.

Japanning. Painting, with a black gloſſy preparation, the leathered part of the body and carriage. Vol. 1, p. 206.

Jew's Harp Staple. An iron ſtaple, in the ſhape of a Jew's harp, and a connected part of the graſshopper ſpring, which it raiſes from the axletree. Vol. 1, p. 76.

Jointing. The cleaning of the mouldings, and levelling the joints of the framing, previous to new painting.

Joints. The irons, by which the heads of chaiſes or landaus are let up and down. Vol. 1, p. 107.

Joint Props. What the joints are placed on.

K.

Knee Boot or Knee Flap. The leather which covers the knees, when ſitting in an open carriage. Vol. 1, p. 205.

Knee Boot Cheeks. The flaps on the ſides of the knee boots. Vol. 1, p. 205.

Knee Boot Fall. The ſtrip of cloth, which covers the top of the knee boot, made of the ſame materials as the lining is.

Knee Boot Strap. What faſtens the knee boot down, when out of uſe.

L.

Lamp Barrel. That part which contains the candle. Vol. 1, p. 182.

Lamp Fork or Prop. A ſmall iron fixture, which keeps the lamp barrel ſteady. Vol. 1, p. 182.

Lamp Irons. Are what the lamps are fixed by to the body. Vol. 1, p. 182.

Lamp Spring. A ſpiral wire, placed in the lamp barrel, which forces the candle to riſe as it conſumes. Vol. 1, p. 182.

Lamp Straps. Small ſtraps, which buckle round the barrels. Vol. 1, p. 185.

Landau. A carriage built in the manner of a coach, but with the upper part of the body to open at pleaſure. Vol. 2. p. 38.

Landaulet. A chariot made the ſame as above. Vol. 2, p. 57.

Lays. A ſtrip of leather, which is ſewed on the top of another that is broader, for the purpoſe of additional ſtrength, or to confine a ſmaller buckle; alſo particular ſtripes in the lace, which are always of ſilk, called ſilk lays.

Leading Harneſs, or parts thereof. Are what belong to the fore horſes, when more than the ordinary number are uſed, commonly called leaders. Vol. 2, p. 152.

Linch Pin. A ſmall iron pin, which goes through the axletree point, and ſecures the nut to keep the wheel on.

Lining. Covering the wood work on the inſide of the body with cloth, &c. or repairing any part that is worn. Vol. 1, p. 154.

Lights. The windows of the body, ſuch as door, front, ſide, or back lights.

Locking Plates. Short, thick iron plates, fixed to the ſides of the perch, to preſerve it from injury, by the wheel rubbing againſt it when the carriage is turning.

Locking Stop. A piece of timber fixed to the fore bed, to prevent the wheel ſtriking at all againſt the perch.

Loops. See body loops or running loops.

Luggage Boot. A boot with a looſe cover, convenient to carry luggage. Vol. 1, p. 116.

Luggage Irons. The iron frames, of which thoſe boots are made. Vol. 1, p. 97.

Lugg Plate. An iron plate, with a part branching from the ſide, to unite or hang two things by.

M.

Main Braces. The ſtrong leathers, by which the body hangs. Vol. 1, p. 210.

Mantle. A painted ornament, in form of a curtain, in which the arms, creſt, or cyphers are placed. Vol. 1, p. 197.

Martingale. A temporary addition to the bridle, placed ſo as to prevent the horſe throwing his head back, ſometimes uſed as an ornament. Vol. 2, p. 140.

Middle Pillar, or Partition Piece. That which divides the front windows into two. Vol. 1, p. 15.

Middle Rails. The middle framing of the body. Vol. 1, p. 12.

Mortoiſe. A ſquare hole, made in one timber, to receive the end of another, called a tennon, for the framings to be faſtened by.

N.

Nave. The centre or ſtock of the wheels, in which all the ſpokes are fixed, and through which the axletree arms go. Vol. 1, p. 112.

Neck, or Wither Strap. A part of the harneſs, which croſſes the withers of a horſe, and ſupports the breaſt collar. Vol. 2, p. 135.

Neck Plates. Thin iron plates, fixed on the flats or wood work of chaiſe heads, which move by means thereof. Vol. 1, p. 107.

Newmarket Strap. A part of the harneſs, which buckles together the houſing and collar. Vol. 2, p. 135.

Net. A convenience placed acroſs the roof, on the inſide of a coach or chariot. Vol. 1, p. 145.

Noſe Band. A leather, which croſſes the noſe of the horſe, and buckles to the cheek of the bridle. Vol. 2, p. 142.

Noſe Plate. A ſhort iron plate, fixed acroſs the chops or noſe of the futchells to keep them faſt, and on which the pole reſts. Vol. 1, p. 100.

Nunters. Are ſhort timbers, framed acroſs the beds, or tranſoms of the carriage, to ſtrengthen them. Vol. 1, p. 49.

Nuts. Square pieces of iron, which are ſcrewed on the bottom of the bolt. Vol. 1, p. 104.

O.

Oil Skin. Linen dreſſed with oil, uſed as covers for hammer cloths, &c.

Oil Skin Patent. Woollen cloth, prepared in a peculiar manner, for the ſame uſe as the linen, but is more durable.

Octagon, or Oval Light. The ſmall window at the back of the body.

P.

Pad Cloth. A cloth uſually bound with lace, and put under the pad or houſing on the horſe's back. Vol. 2, p. 149.

Pannels. Are what fills the framing of the body, and are called door, ſide, quarter, or back pannels. Vol. 1, p. 20.

Paſting Lace. A narrow lace, which is nailed and paſted over the nailed edges of the cloth. Vol. 1, p. 142.

Perch. The long or main timber of a carriage, which unites the hind and fore end together. Vol. 1, p. 44.

Perch Bolt. A ſtrong round iron pin, on which the fore carriage turns. Vol. 1, p. 103.

Perch Carriage. The carriage made with a perch. Vol. 1, p. 43.

Perch Bolt Hole. The hole in the timber through which this pin paſſes.

Perch Bolt Key, or Cotterell. Is a thin piece of iron, fixed through the eye of the perch bolt, to keep it from riſing.

Perch Bolt Nut. An iron ſcrew, fixed on the perch bolt, for the purpoſe of additional ſecurity. Vol. 1, p. 103.

Perch Hoop. The hoop that unites the other timbers to the perch. Vol. 1, p. 102.

Picking out. The painting with various colours the mouldings, &c. Vol. 1, p. 193.

Pinning. The nailing with ſmall headed iron nails, called pins, uſed only to the leather or lining.

Pipe Box. See axletree box.

Plated. The ſtrengthening the timber with iron plates, or covering the furniture of either carriage or harneſs, ſuperficially with ſilver or other metal.

Point Straps. Small ſtraps, which buckle down the points of the main braces.

Pole. The long leaver, by which the carriage is conducted. Vol. 1, p. 51.

Pole Pin. A round iron pin, which paſſes through the futchell ends and pole, to keep it from coming forward.

Pole Pin Cap. A leather, which ſecures the pole pin. Vol. 1, p. 104.

Pole Pieces. Strong leather ſtraps, which faſten the horſes to the pole end. Vol. 1, p. 212.

Pole Ring. A ring fixed on the pole end, with loops for the pole pieces to be faſtened to. Vol. 1, p. 102.

Pole Staple. A ſtaple drove into the back end of the pole, with which it is faſtened by a gib. Vol. 1, p. 106.

Portsmouth Bit. A bit made of a peculiar form, for hard mouthed horſes.

Private Locks. Thoſe fixed in the ſtanding pillars, by which the doors are occaſionally locked up. Vol. 1, p. 161.

Props. The iron fixtures, on which the joints of chaiſe or landau heads are fixed. Vol. 1, p. 107.

Pump or Plow Handles. The long projecting timbers, on the hind part of the carriage, on which the foot-board is placed. Vol. 1, p. 121.

Q.

Quarters. The ſides of a coach, divided by the middle rails into four parts; in a chariot, only into two: the ſides within the body are alſo called quarters. Vol. 1, p. 16.

Rabbit

R.

Rabbet. An edge of the timber ſunk below the ſurface, for others to be lapped in.

Raiſer. A ſmall pillar or block, for any other thing to reſt on. Vol. 1, p. 63.

Raiſed Hind or Fore End. Is when the budget or footboard is raiſed on blocks, for the ornament of the carriage. Vol. 1, p. 120.

Rims. Narrow ſtripes of leather, of various ſorts, which are buckled to the bridle to manage the horſe by.

Rein rings and Hook. Are conveniencies for the reins to run in, or be hung by. Supplement, p. 69.

Rockers. The flat pieces of timber fixed within the bottom ſide, on which the bottom boards are nailed, for the purpoſe of ſinking the bottom, to give more height within the body. Vol. 1, p. 15.

Rollers. See glaſs and ſplinter bar rollers.

Roof Rails. The top framing of a coach or chariot body, on which the roof is fixed. Vol. 1, p. 13.

Roſes. Round ornaments for a horſe's head, moſtly made up of ſilk or worſted ribbons, alſo a ſmall trimming, through which the hand holders are fixed. Vol. 2, p. 148.

Round Robbins. Broad rims fixed to the ends of the axletree bed, to cover the back of the fore wheel, and for preventing dirt falling in to injure the arms of the axletree.

Running Loops. Leather loops, which ſlide on the reins to keep the points down.

S.

Safe Braces. Braces, which are placed ſo, as to ſupport the body, if by accident, its other ſupporters ſhould break. Vol. 1, p. 212.

Saliſbury Box or Boot. A coach box of a peculiar form, imitating thoſe originally made to the Saliſbury ſtages. Vol. 1, p. 126.

Screwing a Bolt. Mending the thread of it, when injured by ruſt, or a bruiſe.

Screwing up the Bolt. Is the tightening the nuts to keep the work firm.

Scroll. An ornament, carved at the end of the timber.

Seaming Lace. A round lace, which is ſewed in the corners, and round the edges of the linings. Vol. 1, p. 142.

Seat Boards. The boards, nailed to the ſeat rails, on which are placed the cuſhions.

Seat Box. A box, which ſlides under the ſeat of the body. Vol. 1, p. 149.

Seat Fall. A piece of cloth, nailed on the edge of the ſeat, trimmed with lace, and placed for ornament, and alſo to cover the vacant ſpace.

Seat-Irons. Strong irons made in the form of a T, with loops at the end for the cradle to be fixed to, on which the coachman's ſeat is placed. Vol. 1, p. 97.

Seat Rails. The croſs framing, on which the ſeat boards are nailed Vol. 1, p. 15.

Seat Rolls. A ſtrip of cloth, nailed along the front of the ſeat, and ſtuffed in form of a roll, to keep the cuſhions in their place.

Shutter String. A tape nailed on the ſhutter, by which it is pulled up or down.

Shafts. The long timbers, in which the horſe is placed, to a two-wheeled chaiſe.

Shaft Tug. Part of a chaiſe harneſs, in which the ſhafts of a one horſe chaiſe are hung. Vol. 2, p. 140.

Slatt. The wooden ribs of a chaiſe or landau head. Vol. 1, p. 31.

Sliding Seat. A ſeat, which occaſionally moves higher or lower, to accommodate ladies in their head dreſs, alſo a ſmall ſeat that draws out to accommodate a third perſon to ſit on.

Scroll Springs or Scroll Loops. Are ſprings and loops, when bent round in the form of a ſcroll. Vol. 1, p. 75.

Splinter Bar. The fore bar, which the horſes are faſtened to, and draw by. Vol. 1, p. 50, 62.

Splinter Bar Sockets. Iron ferrules, for the ſplinter bar ends. Vol. 1, p, 101.

Splinter Bar Rolls, or Roller Bolts. Are ſtrong bolts, with large round flat heads, and thick rollers, round which the traces are faſtened. Vol. 1, p. 104.

Shackle. A ſquare iron loop, which is hung on the top of the ſprings, for the braces to hang by. Vol. 1, p. 106.

Spokes. The timbers, which ſupport the rim of the wheel from the centre. Vol. 1, p. 112.

Spring Curtain. A ſilk curtain, which draws down over the lights or windows, and inſtantly riſes on pulling the trigger, by means of a concealed ſpring. Vol. 1, p. 146.

Spring Plate. One of the members of a ſpring. Vol. 1, p. 71.

Spring Back Plate. The outſide, or main plate of a ſpring.

Spring Gut Plate. The inſide plate of the ſpring.

Spring Bars, Beds, or Tranſoms. The timbers, on which the ſprings are placed. Vol. 1. p. 46.

Spring Hoop. The hoop which confines the plates. Vol. 1, p. 71.

Spring Stay. The irons which ſupport the ſprings. Vol. 1, p. 73.

Standard. The principal part of the coach box, or the perpendicular framings in other parts, ſuch as the fore and hind ſtandards. Vol. 1, p. 55, 123.

Standard Plates or Irons. The iron work, which fixes the ſtandards in their place. Vol. 1, p. 100.

Standing Pillar. An upright part of the framing of the body, which ſupports the roof, on which the doors hang, and ſhut againſt. Vol. 1, p. 11.

Stays. The iron work, which ſupports or ſtrengthens any ſeparate article, ſuch as the horn bar ſtay, the ſpring ſtay, &c. Vol. 1, p. 96.

Step Piece Body. The name of a peculiar formed chaiſe body. Pl. 33.

Step Plates. Thin iron plates, for the joints of the ſteps to wear on, and to preſerve the timber.

Step Stops. Small iron fixtures, againſt which the folding ſteps reſt, when let down.

Strake. The ſhort pieces of iron, with which the ordinary wheel is ſhod or rung. Vol. 1, p. 112.

Strake Nails. Long ſtrong nails, with which the ſtrakes are faſtened to the wheel.

Surcingle. A leather ſtrap and buckle, ſewed to a chaiſe ſaddle, the ſame as a belly band to a houſing.

Swa Bar. A compaſſed timber, fixed on the futchell, which keeps the fore carriage ſteady. Vol. 1, p. 51.

Swa Bar Plate. A plate ſcrewed on the ſwa bar to ſtrengthen it. Vol. 1, p. 100.

Squabs or Sleeping Cuſhions. Soft thin cuſhions, hung on the inſide of the body, for the ſhoulders and head to lean againſt. Vol. 1, p. 145.

Sword Caſe. The ſame as a boodge.

Sulky. The name of a chariot, which can hold only one perſon. Vol. 2, p. 66.

Scutcheons. Small plates, fixed between the leather, and the ſhoulders of the territts, &c.

T.

Tandum. The manner of driving two horſes in a team. Vol. 2, p. 120

Territts. The harneſs furniture, through which the reins are conducted. Vol. 2, p. 144.

Throat Band or Throat Latch. A ſtrap which buckles on each ſide of the bridle, placed under the throat. Vol. 2, p. 138.

Throat Band Dee. A *D.* fixed on the throat band, to contract the bearing reins. Vol. 2, p. 145.

Thimble Hooks and Eyes. Are the iron work, on which the ſhafts for one horſe phaetons are hung. Vol. 1, p. 104.

Thumb Nut or Screw. A nut with lugs, to be ſcrewed on with the finger and thumb. Vol. 1, p. 104.

Trace. That part of the harneſs, by which the horſe draws. Vol. 2, p. 153.

Trunk Faſteners. Small iron ſcrews with ſquare heads, by which the trunk is kept ſteady. Vol. 1, p. 105.

Tranſoms. The timbers of the carriage, which are framed acroſs the perch, on which the ſprings are fixed. Vol. 1, p. 46.

Tread. Part of a ſtep or flat place, reſerved for the foot to be placed on, when getting in.

Trimming. The covering with lace, cloth, leather, &c. the inſide or outſide of a carriage.

Trunk Straps. Straps, by which the trunk is faſtened. Vol. 1, p. 217.

Tub Bottom Body. A body, with a roundiſh formed bottom.

Tug Plate. A plate, fixed on the ſhafts, in which the tugs of a one horſe harneſs is placed.

Tugs. Part of the harneſs, which ſupports the bearings, ſuch as collar or breeching tugs, &c. Vol. 2, p. 139, 140.

Tyre. The iron which rims the wheels.

V.

Vallens. The top rows of broad lace, to the inſide of a coach or chariot body, and the front ſtrips of leather, uſed to the head of a one horſe chaiſe, &c. Vol. 1, p. 203.

Varniſhing. The covering with a glutinous tranſparent liquid, which gives luſtre to, and preſerves the paint. Vol. 1, p. 193.

Venetian Blind. A blind, for the purpoſe of letting in the air, and ſhading from the ſun, which ſerves alſo as a ſhutter when cloſed. Vol. 1, p. 148.

Vis-à-Vis. A ſmall body, of a coach form, meant only to contain two paſſengers, fronting each other. Vol. 2, p. 48.

Under Carriage. The fore carriage, which conducts the other. Vol. 1, p. 49.

W.

Webb Lace. A thick coarſe kind of lace, moſtly uſed for footman holders. Vol. 1, p. 137.

Wheel Fore End. Is when the front of an upper carriage, has a whole or half circular plate, placed horizontally, for the more ſteady bearing, when the carriage locks or turns. Vol. 1, p. 54.

Wheel Irons. Strong irons, which hook or bolt on the end of the ſplinter bar ſockets, and go on to the end of the fore axletree arm, between the wheel ſtock and nut, in order to ſtay and ſtrengthen the ſplinter bar, and aſſiſt the coachman in mounting. Vol. 1, p. 97.

Wheel Plate. The circular iron flat plate, on the fore end of the carriage. Vol. 1, p. 96.

Well. A ſtrong box, conveniently placed at the bottom of the body, to carry luggage. Vol. 1, p. 220.

Welting. Is the ſewing a narrow ſtrip of leather over the corner ſeams of that part which covers the upper part of a body, or boot of a carriage, and which forms a round moulding, and keeps out the wet.

Whiſkey. A lighter ſort of a one horſe chaiſe than uſual. Vol. 2, p. 134.

Wings. The extended timbers of a carriage, alſo what is fixed to the ſides of a chaiſe or phaeton body for the elbows to reſt on. Vol. 1, p. 46, 204.

Wither Strap. A part of the harneſs, which goes round the withers of the horſe to hold up the collar.

Woodcock Eye. A ſmall iron inſtrument, fixed to the end of a trace, which hooks on the ſplinter bar end for drawing by.

Worm Spring. A narrow ſteel plate, twiſted round in a ſpiral form, fixed in the double of the main brace, to aſſiſt it in giving eaſe. Vol. 1, p. 78.

FINIS.

ERRATA TO VOL. I.

		£.	s.	d.
Page 28.	17th line, 2d column for 1l. 5s. read	2	5	0
Page 29.	A new ſpoke to any wheel -	0	5	0
	A new felly to ditto -	0	5	0
	Taking off and putting on the iron to the hoop wheel muſt be added.			

THE

SUPPLEMENT

TO THE

TREATISE ON CARRIAGES:

COMPREHENDING ALL THE
NECESSARY REPAIRS;
THE MODE AND TERMS FOR HIRING;
WITH INSTRUCTIONS HOW TO
PRESERVE AND PURCHASE
ALL KINDS OF
CARRIAGES AND HARNESS NOW IN USE.
CONTAINING ALSO OTHER
USEFUL INFORMATION THEREON;
WITH THE
PRICES FOR EVERY ARTICLE ANNEXED.

ADVERTISEMENT.

IT having been ſuggeſted by ſome Gentlemen, who have lately purchaſed new Carriages, and may not have occaſion for another new purchaſe, that it would be convenient for them to have the Supplement by itſelf, in order to direct them in a proper manner how to preſerve, or repair, the Carriage or Carriages they are already poſſeſſed of; or if their inclination ſhould lead them to adopt the cuſtom of hiring, that they may have the benefit of ſuch inſtructions as are there given on that ſubject. The Author has therefore ordered an additional number of the Supplements to be publiſhed for the accommodation of ſuch Gentlemen as wiſh to purchaſe them ſeparately.

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SUPPLEMENTARY

SUPPLEMENTARY OBSERVATIONS ON *REPAIRING, PRESERVING,* AND *HIRING* CARRIAGES, &c.

TO thoſe who keep carriages, nothing can be more ſatisfactory, than to know what the expences thereof are likely to be for any length of time: as alſo how they may repair or preſerve their carriages, or harneſs, without the riſk of incurring extravagant expences.

The expence of carriages, at the firſt purchaſe, has often proved comparatively ſmall with the after expence for maintaining them in repairs, principally owing to the want of ſuch inſtructions as might effectually guard them againſt impoſition, and directions what was proper to be done, as well for the neceſſary repair as the preſervation.

Many perſons have denied themſelves the convenience of a carriage, by anticipating thoſe evils, which are well known to have long exiſted; and although many carriages have been kept, yet many more would have been, had the means been deviſed, whereby the expences could have been computed with any degree of certainty, and without ſo much trouble in attending to the care of them.

It is by the coachmen gentlemen are uſually biaſed in what is to be done in the repairs, or alterations of the carriage; and who, from intereſted motives, or capricious whims, often go to extravagant lengths, abuſing the implicit confidence their maſters place in them, not only to the ſacrifice of their property, but to the injury of the carriage, which often becomes a kind of property to the coachman or coachmaker, and the proprietor a dupe to one, or both of their artifices.

Coachmakers are too frequently made ſubſervient to the coachmen, owing to the influence they have with their employers, and are therefore obliged to countenance the impropriety of their orders, if they wiſh to preſerve their cuſtomer. Therefore, by ſtating what the probable expence for repairs may be, for any length of time, a perſon may judge, whether or not he has been taken advantage of, by one or the other. It is in conſequence of frequent and expenſive repairs, which gentlemen often experience, that they are induced rather to job or hire, than to purchaſe a carriage, ſuppoſing this the beſt way to know the extent of their expences; but in that they are frequently diſappointed, by a number of charges for extras, and what are termed accidents, which often exceed the expence of their own carriage. It will, therefore, be neceſſary to explain the general terms of hiring, and what the expences annexed are likely to be, ſo that a perſon may decide, whether the purchaſe or hire be moſt eligible.

It is alſo eſſential to know, in what manner a carriage may be beſt preſerved, both in ſtrength and beauty; for by neglect, or ignorance, a carriage is as much injured as by uſe. This depends entirely on the care of the ſervant, and is a matter of conſequence to the proprietor, to examine as ſcrupulouſly into the merits of the coachman, reſpecting his knowledge of a carriage, as it is of his experience among horſes, or his ſkill in driving them. A proper qualified coachman, made independent of his cuſtomary emoluments, is as valuable a ſervant as any in a gentleman's family; but, otherwiſe, is as likely to be one of the worſt, as his expectation of perquiſites often produces extravagant expences to his maſter, and brings diſcredit on the builder; it is proper, therefore, for a gentleman to conſider his own advantage, and make an adequate allowance to his ſervant, for the emoluments he deprives him of, whereby he may ſecure to himſelf treble advantages.

Many inconveniencies ariſe to gentlemen,

men, from not knowing the extent or manner of paying the duties; to prevent tedious reſearches in the ſeveral acts of Parliament made thereon, an abſtract will be given, which, with every other information relating to Carriages, cannot fail to be of material advantage to every proprietor of a carriage.

CHPA.

CHAP. I.

ON REPAIRS.

IT is in a carriage, as in many other mechanical ſtructures, that in order to repair, the taking to pieces and putting together coſts more than the repair itſelf, and the charges for trifling things appear enormous; but in general it is taken advantage of by ſome coach-makers, who copiouſly mention in their bills every circumſtance of the job, almoſt to the number of turns of the ſcrews, or blows of the hammer, with a conſtant repetition of driving out, driving in, taking off and putting on, unſcrewing and ſcrewing, nailing and unnailing, unhanging and rehanging, &c. &c. which by ſome is done only to countenance impoſition, by confounding the charge for the job with ſo many different matters, as to make it, to a gentleman, incomprehenſible. The following tables ſhew what the ſeparate prices are, whereby they may eaſily be collected.

It may be diſputed by ſome, the probability of fixing a regular price for repairs, on account that they are not always executed with equal acility; certain it is, that ſometimes a repair will coſt double the labour and time that it uſually does, and as often may be done with half; therefore no exception ſhould be taken on account of theſe accidental circumſtances, but a regular average price charged for all jobs of the ſame kind.

It is next to impoſſible to ſtate with accuracy every repair that is done to a carriage; for an accident may happen in ſuch way that the means of repairing cannot even be ſurmiſed, but muſt be left with the coach-maker to make his own charge for the trouble and time the repairs may coſt him.

The nature of repairs is ſo various, that it is neceſſary to arrange them under ſeparate heads, that they may be collected with more eaſe; ſo that if a number of articles of repairs are done, and in a bill are jumbled together under one charge, the ſeparate prices of the different articles ſhould be compared with the amount charged for the whole.

Carriages, if well looked after, ſuffer no material injury with ſtanding by, even for five or ſix years; it is the conſtant work and frequent waſhings which bring them to decay.

Driving very hard on the ſtones expoſes a carriage to many accidents, either by running againſt others, or breaking by the violence of its uſe; the ſprings and axletrees are moſt likely to fail in thoſe caſes, as the weight and ſtrain lie chiefly on them; and although the coach-maker inſures it for a time from any accident by fair uſe, yet it ought to operate with gentlemen as a matter where their perſonal ſafety and intereſt depend, not to allow their coachman to drive ſo faſt, in particular on rough ſtoney ground, they would thereby avoid danger, and preſerve the carriage from much injury.

SECT. 1.

ON GUARANTEEING OF CARRIAGES.

IT is cuſtomary with the builder, to warrant his work, for the firſt ſix or twelve months; but moſtly for twelve; except chaiſes, and they are ſeldom for more than ſix, which is a ſufficient time to prove the quality of either carriage: all failures within that time are obliged to be made good by the builder; ſuch an obligation is neceſſary with ſome, to make them cautious of future expences; yet accidents are unavoidable; however cautious a tradeſman may be; the worſt of which is the failure of the iron work, in particular the axletrees, as from that, the greateſt danger is to be expected. The coach maker's inſurance extends to failures which happen in conſequence of bad materials, and not what ariſes from wear by uſe; any of the *Timber* or *Iron work* breaking, the *Plating* wearing through, the *Leather* unſewing, the *Paint* or *Varniſh* flying, except if badly uſed, are what are meant to be made good, if faulty.

The *Wheels* are alſo included with the reſt of the carriage, as the guaranteeing as confined to failures, only in conſequence of faulty materials, and not to fair wear; for it would be impoſſible to afford the replacing a ſet of wheels, or make good other deficiencies which ariſe from the exceſſive uſe ſome make of a carriage, though many gentlemen are diſſatisfied, if charged for any thing done in the ſpace of that time, which the carriage is warranted for, without conſidering that any part of the carriage may require mending in conſequence of the wear it has had, though it cannot be expected to be any thing very conſiderable, if the work is moderate; all that may be expected, is the lining with leather, or refitting the wheel-boxes, if worn ſo as to become looſe.

It would ſave much perplexity, if a contract could at firſt be made with the builder, to maintain the carriage in repair, by the year, after the following manner, which will prove what the expences for repairs ought to be for any length of time, to any ſort of carriage in uſe.

SECT. 2.

THE EXPENCES COMPUTED BY THE TIME THE WHEELS WEAR.

TO prove the regular work of a carriage, is to aſcertain it by the wear of the wheels, which being of three ſorts, muſt be computed by the length of time they ſeparately wear; of any ſort of wheels, it can only be expected to wear down the iron which rims them, which in general is proportioned to the wheel, and the wheel to the weight of the carriage; but whether ſtraked, hooped, or patent rims, if the timbers wear as long as the iron, the wheels are equally good of their kind; but that is ſeldom the caſe.

The wheels being of three ſorts, wear different lengths of time; for example, the ſtrake-rimmed wheel, on conſtant work, wears out in twelve months; the hoop-rimmed wheel in fifteen months; the patent-rimmed wheel, in eighteen months. The goodneſs of the wheels may be computed by the number of miles they each run over; the calculation therefore, is on the ſuppoſition that each wheel runs nearly five miles per day in town, and eight in the country, which is the ſhorteſt time they may be expected to laſt,

	MILES.
A ſtraked wheel, on rough ſtoney ground to run —	1825
Ditto, on ſmooth turnpike road — —	2920
A hoop-rimmed wheel, on rough ſtoney ground —	2282
A ditto, on ſmooth turnpike road — —	3660
A patent-rimmed wheel, on rough ſtoney ground —	2738
Ditto, on ſmooth turnpike road — —	4380

Light carriages, ſuch as phaetons and chaiſes, in general are uſed but half the year, and that in fair dry weather: when the roads are good, and being alſo lighter on the wheels, the wear is not ſo great on them, and of courſe may be expected to run more miles than the other, by about one third; for example, a ſet of ſtrake-wheels to a coach or chariot may run 2920 miles in the country, taking the work regular all the year; a ſet of the ſame ſort of wheels, alſo in the country, to a phaeton or chaiſe, 3894, when the roads are good, and taking alſo the work to be only for the ſix ſummer months in each year. The wear of thoſe carriages, except the wheels, is the ſame in proportion to the work they do, and the expence for repairing them is proportioned to the ſame; therefore, to compute the expence for each, is to ſtate them all at four years, allowing to the coach and chariot a ſet of wheels annually; to a phaeton or chaiſe, two ſets in four years, ſuppoſing the work to be regular. This way the amount for repairs may be computed by the length of time the wheels laſt, whether it is longer or ſhorter than what is here ſtated.

EXPENCE OF REPAIRS CALCULATED BY TIME OR WEAR OF THE WHEELS.

Suppoſing the work to be ſuch, that the ſtrake wheels of a coach or chariot is worn out each year; and to a phaeton or chaiſe in three years.

				PHAETONS.					
		Coach.	Chariot.	Large.	Middle.	Small.	Curricle.	Gig.	Whiſkey.
		£. s. d	£. s. d.	£. s. d.	£. s. d.	£. s. d	£. s. d.	£. s. d.	£. s. d
Firſt year.	Repairs –	3 0 0	2 10 0	2 0 0	2 0 0	2 0 0	2 0 0	1 15 0	1 10 0
Second year.	Wheels –	7 10 0	7 10 0	— —	— —	— —	— —	— —	— —
	Repairs –	4 10 0	4 0 0	4 0 0	3 10 0	3 0 0	3 0 0	2 10 0	2 0 0
Third year.	Wheels –	7 10 0	7 10 0	6 12 0	5 11 0	4 10 0	3 10 0	3 2 0	2 11 0
	Repairs –	7 0 0	5 10 0	5 10 0	5 0 0	4 0 0	4 0 0	3 10 0	3 0 0
	Painting –	7 12 0	6 12 0	3 15 0	3 2 6	3 2 6	3 2 6	3 2 6	2 11 0
	Hammer-cloth, &c.	7 7 0	7 7 0	— —	— —	— —	— —	— —	— —
Fourth year.	Wheels –	7 10 0	7 10 0	— —	— —	— —	— —	— —	— —
	Repairs –	8 10 0	7 0 0	7 0 0	5 10 0	5 10 0	5 10 0	4 10 0	4 0 0
Total for Repairs	—	59 19 0	55 9 0	28 17 0	25 13 6	22 2 6	21 2 6	18 9 6	15 12 0
Firſt coſt of each	—	120 0 0	110 0 0	63 0 0	55 0 0	50 0 0	45 0 0	40 0 0	31 10 0
Total coſt —	—	179 19 0	165 9 0	91 17 0	80 13 6	72 2 6	96 2 6	58 9 6	46 2 0
Value of each carriage at the four years' end	—	40 0 0	36 10 0	21 0 0	18 10 0	16 10 0	15 0 0	13 0 0	10 0 0
The expence for four years	-	139 9 0	128 19 0	70 17 0	62 3 0	55 12 6	51 2 6	45 9 6	36 2 0
The annual expence	—	34 17 3	32 4 9	17 14 3	15 10 9	13 18 6	17 15 6	11 7 4	9 0 6

By theſe ſtatements any perſon may compute their expences, without being much at a loſs to know whether the purchaſe or hire is preferable; this calculation is for plain ſubſtantial carriages, which in four years having worn out ſuch a number of ſtrake wheels, amount to half the expence of the original purchaſe, and after that time, become an expenſive charge for repairs: the moſt adviſable plan then is, to diſpoſe of the old carriage, while the faſhion and the appearance are good, and which then may be ſuppoſed to be worth near one-third of its original coſt, excluſive of the ſuperfluous ornaments which are of no uſe to a ſecond perſon at the diſpoſal.

By the moderate uſe ſome people make of their carriages, the wheels are not worn out in four, five, or ſix years; they may, therefore, compute their expence to be nearly eight pounds for repairs, for the time the ſtrake wheels are in wear, ten pounds for the hoop wheel, and twelve pounds for the patent rim wheel, hammer-cloths, painting, and other additions excepted.

The expence of harneſs to be uſed with each carriage may be computed at five pounds per annum for a pair, and three pounds for a ſingle harneſs.

Alluding to thoſe rules, a perſon may judge of the fairneſs of his uſage, either by his coachman or coach-maker; for if the expence much exceeds this, the carriage muſt be badly built, or unfairly uſed.

SECT. 3.

PREPARATIONS FOR REPAIRS.

THE taking to pieces, and putting together, as before obſerved, is a great part of the expence of many, and the principal of ſome repairs; it is therefore beſt, while the carriage is aſunder, to do all that is neceſſary, as the frequent taking to pieces does material injury, and the more there is done at one time, the expence will, in proportion, be leſs; yet if the old timbers are perfect, it is equally as improper to replace them with new, as it is to let them remain if doubtful.

The expence of unhanging, taking to pieces, putting together, and re-hanging, is the ſame in ſmall as in large repairs, therefore the price for unhanging, &c. will be ſeparately ſtated from that of the repairs, ſo that to whatever extent the repairs are carried, the price for unhanging, &c. may be added, and the whole amount obtained with more accuracy.

It is alſo proper to obſerve under what circumſtance it is neceſſary to unhang the body, or take the carriage to pieces, whereby thoſe expences are incurred; for it is not uncommon to do it without neceſſity, and even to charge for it when not done at all. Painting the new timbers, and fitting the old iron work, are always neceſſary to complete the repair, and are included in the price; but if the failures in the iron work are ſo as to require mending, the expence is ſeparately charged for.

In repairing the upper carriage with any new timber, the body muſt be taken off, and if the failure is in one of the tranſoms, or bars, that end is obliged to be taken aſunder; the iron work muſt alſo be taken off, but if the failure lies in the perch, the carriage muſt be wholly taken to pieces.

In repairing the under or fore carriage, the body need not be removed, the centre bolt or pin, called the perch bolt, need only be taken out, and the upper carriage, with the body on it, may be ſupported on a treſſel, while the fore carriage is taken out, and repaired.

SECT. 4.

NECESSARY MATTERS PREVIOUS TO REPAIRS.

Unhanging the Body,

IS the taking off the body from the carriage, in order to new paint, varniſh, japan, or to put in a new inſide lining, to put in new pannels, to re-mount the body with plated or other mouldings; to put on a new ſet of braces, to re-ſet or mend two or more of the ſprings. All repairs to the doors, falſe linings, joints, head plates, lamps, &c. may be done without unhanging the body.

Unhanging the Body, and taking the Hind or Fore End to pieces,

Is taking the body from the carriage, and taking the fore or hind end framings to pieces, to put in new timbers, ſuch as the hooping wings, ſpring bed, tranſom, hind axletree bed, or budget bar.

Unhanging the Body, and taking the Hind and Fore End, or all the Carriage to pieces,

Is taking off the body, and taking all the carriage to pieces, in order to put in a new perch, new hind or fore tranſom, or fore tranſom, and hind axletree bed, or new timber work throughout.

Taking off the Fore Carriage.

Is the taking off that part of a carriage, to which the fore wheels are placed, for the purpoſe of putting in new futchels, a ſway bar, a fore axletree bed, alſo for lining the perch bolt, or perch bolt hole, the tranſom plate, the perch at bottom, the ſway bar, or to take out the fore axletree.

The Re-Hanging the Body, putting together the Hind End, the Fore End, or both; and Re-fixing the Fore Carriage,

Are matters of courſe for completing the job, and are included in the following prices, for unhanging, &c.

PRICE

PRICE OF UNHANGING, AND TAKING TO PIECES, &c.

	£.	s.	d.
To unhanging and rehanging the body	0	2	6
To unhanging and rehanging the body, and taking the hind or fore end of the carriage to pieces, and putting together the ſame	0	5	0
To unhanging and rehanging the body, taking the fore and hind end, or all the carriage, to pieces, and putting together again	0	7	6
To taking out the fore carriage, and putting under again	0	1	0
To taking off and refixing the boot	0	1	0
Ditto the coach-box	0	1	0

Thoſe are to be charged for previous to the repairs which follow, except when the carriage-timbers are all new, and then the taking to pieces, putting together, &c. are not charged for.

SECT. 5.

REPAIRS OF THE TIMBER-WORK OF THE CARRIAGE AND BODY THROUGHOUT.

THE principal repairs to the timber-work are on the carriage-part, and they become neceſſary either from decay, faulty wood, or being too light made; ſometimes the failures are occaſioned by accident, or violence, which may be judged of when taken aſunder; when any of the timbers begin to decay, the greater part may be ſuppoſed to be in a ſimilar ſtate, and failures then become frequent; in which caſe, the whole timber-work of the carriage ought to be renewed, in order to make the repair compleat and ſubſtantial, whereby expence, trouble, and danger may be avoided, the perch being the main timber of the carriage with which the others are connected, and which ſupports the weight of the body, is frequently, from one cauſe or other, out of repair either in the plates or the timber. It more frequently needs to be renewed, in conſequence of having ſettled with the weight of the body, than from other failures, for, by its ſettling, the carriage is diſtorted from its proper ſhape, and thereby runs heavy.

Repairs to bodies are leſs frequent than to carriages, owing to their being placed in as eaſy a manner as poſſible, for the accommodation of the paſſengers, and are thereby not ſo much racked or ſhook about, as the carriage part unavoidably is. The only likely repairs to bodies is the mending the pannels or mouldings, which, by accident, may be either bruiſed or broken. There are a variety of other repairs both in the body and the carriage, beſides the timber work, all of which will be noticed under the ſeveral ſections to which the matter belongs.

REPAIRS TO THE TIMBER-WORK OF THE BODIES.

PANNELS, Including the Painting, without Ornaments.	Coach, Chariot, Lanlau, Vis-a-Vis.			Whole Pannel Phaeton, Gig, &c.			Half pannel Phaeton, Gig, Chaiſe, & Whiſkey.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A door pannel — —	1	4	0	0	15	0	0	15	0
A ſide, or quarter ditto —	1	4	0	1	4	0	0	18	0
A back, or front ditto —	2	6	0	1	15	0	1	1	0
An upper back or front ditto -	2	6	0	—	—		—	—	
An upper ſide, or quarter ditto	1	4	0	—	—		—	—	
To mending a pannel by battening or blocking on the inſide -	0	10	6	0	10	6	0	10	6
A new fore footboard —	—	—		0	10	0	0	10	0
A pair of brackets —	—	—		0	8	0	0	8	0
One ditto — —	—	—		0	5	0	0	5	0

The price for the pannels includes the painting without ornaments; but only two-thirds of the above prices are to be charged, if all the pannels are to be new painted, as the painting a pannel alone forms a material part of the expence, and, beſides, ſeldom proves a match with the reſt.

The taking up and putting down the lining are included in the expence with the pannels, as is alſo the brading, ſcrewing, or otherwiſe putting on the old mouldings; but, if new mouldings are neceſſary, they are ſeparately to be charged for.

MOULDINGS.

For every ſix inches or under.	£.	s.	d.
To fitting in a ſingle piece of wood bead on the leather or mouldings	0	0	9
To fitting in a piece of moulding the breadth of the framing	0	1	6
To fitting in a piece of moulding caſed round the framing	0	3	0
To a ſpliced end to a bottom ſide 18 inches long, or under	0	12	0

DOORS.

	£.	s.	d.
To eaſing each door	0	1	0
To fitting a piece of fencings to the lights	0	1	0
To a new garniſhing-piece to the top of the door	0	3	0
To a ditto to the middle of ditto	0	5	0
To nailing the lining-boards of ditto	0	2	0
To a new hinge	0	2	0
To a new handle, ſilver plated	0	8	0
To a new ſpindle to the handle	0	2	6

PRICE OF REPAIRING WITH NEW TIMBER-WORK FOUR-WHEELED CARRIAGES.

	Coach or Chariot.			Large Phaeton.			Middle-ſized Phaeton.			Small Phaeton.		
	£.	s.	d	£.	s.	d	£.	s.	d.	£.	s.	d.
A ſtraight perch	3	3	0	3	0	0	2	13	0	2	10	0
A pair of hind hooping-wings	1	15	0	1	14	0	1	12	0	1	10	0
A fore hooping-piece, long or ſhort	0	16	0	0	15	0	0	14	0	0	13	0
A fore tranſom	1	8	0	1	6	0	1	4	0	1	2	0
A hind tranſom	1	8	0	1	6	0	1	4	0	1	2	0
A budget-bar	0	15	0	0	14	0	0	13	0	0	12	0
A hind axletree-bed	1	8	0	1	6	0	1	4	0	1	2	0
A fore axletree-bed	1	8	0	1	6	0	1	4	0	1	2	0
A pair of hind nunters	0	12	0	0	11	0	0	10	0	0	9	0
A pair of futchels	1	5	0	1	3	0	1	2	0	1	1	0
A ſplinter-bar	0	16	0	0	15	0	0	14	0	0	13	0
A ſway-bar	0	9	0	0	8	0	0	7	0	0	6	0
A pole	0	15	0	0	14	0	0	13	0	0	12	0
A gib	0	1	6	0	1	3	0	1	0	0	1	0
This forms the compleat timber-work of a perch carriage, which, without the hind or fore blocks, amounts to (plain painting included)	15	19	6	14	19	3	13	15	0	8	15	0
A perch with plated ſides	4	4	0	4	0	0	3	13	0	3	10	0
One futchel	0	14	0	0	13	0	0	12	0	0	11	0
One nunter	0	7	0	0	5	6	0	5	0	0	4	6
One hooping-wing	0	18	0	0	17	0	0	16	0	0	15	0
A pair of fore nunters, if uſed	0	15	0	0	14	0	0	13	0	0	12	0
One ditto	0	7	6	0	7	0	0	6	6	0	6	0
A pair of wood locking ſtops to the fore bed	0	4	0	0	4	0	0	4	0	0	4	0
A pair of round robbins to ditto	0	10	0	0	10	0	0	9	0	0	8	0

For a compaſs perch to either carriage add one-fourth of the above price.

PEARCH CARRIAGES.

	Coach or Chariot.			Large Phaeton.			Middle-ſized Phaeton.			Small Phaeton.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
The compleat new timber-work to a perch carriage, excluſive of hind or fore blocks, or coach-boxes, but includes plain painting	16	14	0	15	13	3	14	8	3	13	7	3

CRANE-NECK CARRIAGES.

	Coach or Chariot.			Large Phaeton.			Middle-ſized Phaeton.			Small Phaeton.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
A fore tranſom	1	15	0	1	11	0	1	10	0	1	10	0
A horn bar	1	1	0	0	18	0	0	17	0	0	16	0
A fore bar	0	15	0	0	14	0	0	13	0	0	12	0
A pair of fore wings	0	16	0	0	14	0	0	13	0	0	13	0
A whole caſing to the horizontal wheel	0	16	0	0	14	0	0	13	0	0	13	0
A pair of under felly or wheel-pieces	0	10	0	0	10	0	0	9	0	0	9	0
A hind tranſom	1	10	6	1	10	0	1	8	0	1	7	0
A hind axletree-bed	1	15	0	1	11	6	1	10	0	1	8	0
A fore axletree-bed	1	10	0	1	8	0	1	6	0	1	5	0
A pair of futchels	1	8	0	1	6	0	1	5	0	1	4	0
A ſplinter-bar	0	16	0	0	15	0	0	14	0	0	13	0
A pole	0	15	0	0	15	0	0	14	0	0	13	0
A gib	0	1	6	0	1	6	0	1	0	0	1	0
Sums total for new timber-work to a crane-neck carriage, agreeable to the preſent mode of building	13	9	0	11	9	0	11	13	0	11	4	0

A ſingle

	Coach or Chariot.			Large Phaeton.			Middle-ſized Phaeton.			Small Phaeton.		
	£	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
A ſingle piece of wheel caſing — —	0	5	0	0	4	6	0	4	0	0	3	6
A ſingle under felly or wheel-piece —	0	5	0	0	4	6	0	4	0	0	3	6
A ſingle futchel —	0	16	0	0	15	0	0	14	0	0	13	0
A ſingle fore wing —	0	9	0	0	8	0	0	7	6	0	7	0
Wood caſing to the cranes throughout —	2	12	6	2	6	0	2	2	0	2	0	0

Shafts to a four-wheeled carriage, either perch or crane-neck, for one horſe to draw by —	A pair complete —	1	1	0
	One ſhaft —	0	10	0
	A bar —	0	7	6

* * *

PRICE OF REPAIRING TWO-WHEELED CARRIAGES WITH NEW TIMBER-WORK.

	Curricle.			Gig.			Whiſkey.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A pair of ſhafts — —	2	14	0	2	16	0	2	18	0
A pair of hind bars —	1	10	0	1	8	0	1	4	0
A pair of fore ditto for the curricle, and one for the gig -	1	10	0	0	15	0	0	12	0
A pair of hind nunters for the gig, and a pair of fore and hind ditto for the curricle -	0	18	0	0	9	0	0	8	0
A pair of ſplinter-bars for the curricle, and one for the gig, &c. — — —	0	10	0	0	5	0	0	5	0
A pole for the curricle —	0	15	0						
A ladder-prop for ditto —	0	12	0						
Carry over —	8	9	0	5	13	0	5	9	0

The

	Curricle.			Gig.			Whiſkey.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Brought over	8	9	0	5	13	0	5	7	0
The pole, the extra fore-bar, the ſplinter-bar, nunters, and the ladder-prop, to make the gig a curricle	—	—		2	16	0	2	16	0
A pair of ſhafts for the curricle, ſo as to be uſed with one horſe	1	1	0						
The timber-work for the gig curricle, or curricle gig	9	10	0	8	9	0	8	3	0
A ſingle ſhaft to the chaiſe, or ſhaft and main ſide to the curricle	1	10	0	1	8	0	1	10	0
A ſingle bar	0	15	0	0	14	0	0	12	0
A ſingle nunter	0	5	0	0	5	0	0	5	0
A ſingle ſplinter	0	5	0	0	5	0	0	5	0
A ladder-prop new ſide	0	7	0						
A ditto new croſs-bar	0	4	0						

SRCT. 6.

WHEELS.

WHEN new wheels are put on to old carriages, the old wheels are moſt frequently taken in exchange, and, to regular cuſtomers, one guinea for the ſet, or half a guinea for the pair, is the uſual allowance, let them be good or bad; but to chance cuſtomers, the price to be given for the old wheels is in proportion to their value.

The old wheels are moſtly the perquiſite of the coachman, and the allowance is then given to them; but the ſervant can have no claim on them, unleſs he has been one year, or as long in his place as the wheels have been in uſe.

	Coach.			Chariot or large Phaeton.			Middle-ſized Phaeton.			Small Phaeton.			Curricle or Gig.			Whiſkey or Chair.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Patent — —	11	11	0	10	10	0	9	9	0	8	8	0	5	5	0	4	14	6
Hooped — —	8	18	6	8	8	0	7	7	0	6	6	6	4	4	0	3	13	6
Straked — —	6	16	6	6	16	6	6	6	0	5	15	6	3	10	0	3	3	0

Agreeable to the preſent cuſtom, theſe are the general charges for new wheels put on old carriages, and which alſo includes the painting and boxing them with the old boxes.

The coach and chariot wheels, for thoſe prices, have for the hind wheels fourteen, and for the fore wheels twelve ſpokes in each; the middle and ſmall phaeton have ten and twelve ſpokes in each; the curricle or gig fourteen; and the whiſkey or chair twelve.

The rims of the wheels are what moſtly wear out firſt, and are ſometimes new rung with both iron and timber; the ringing is about one-third the price of new wheels, and, if the ſpokes and ſtocks are good, will anſwer the purpoſe, but not otherwiſe.

A PAIR OF EIGHTS.	Patent.			Hooped.			Straked.		
	£.	s.	a.	£.	s.	d.	£.	s.	d.
New tyre	1	10	0	1	10	0	1	0	0
New fellies	1	15	0	1	0	0	1	0	0
A PAIR OF TENS.									
New tyre with nails	1	15	0	1	15	0	1	5	0
New fellies	2	0	0	1	5	0	1	5	0
A PAIR OF TWELVES.									
New tyre with nails	2	0	0	2	0	0	1	10	0
New fellies	2	15	0	1	10	0	1	10	0
A PAIR OF FOURTEENS.									
New tyre	2	5	0	1	5	0	1	15	0
New fellies	2	15	0	1	15	0	1	15	0

The taking off the tyre, mending, and putting on again, with new nails to each wheel.	An Eight.			A ten.			A twelve.			A fourteen.		
	£.	s.	d.									
Hoop or patent rim with nails	0	8	0	0	10	0	0	12	0	0	14	0
Ditto with bolts	0	10	0	0	12	0	0	14	6	0	16	0
Strake rim	0	7	6	0	9	0	0	10	0	0	12	0

Faſtening

	£.	s.	d.
Faſtening each end of a ſtrake	0	1	0
Nailing a hoop, for each nail	0	0	6
Driving backwards or forwards the axletree or wheel box, and tightening it in the wheel by wedges	0	2	0
A clip for faſtening the felly	0	2	0
Mending each ſpoke with ſpoke-plates	0	1	0
Taking off two ſtrakes, and cutting the felly ſhorter at the joint, to bring the timbers to a bearing, when ſhrunk with ſtanding by	0	5	0

SECT. 7.

BOOTS AND BUDGETS,

THE leather-work is what principally requires to be repaired in boots and budgets, the other parts are moſtly mended with plates of iron when defective.

	£.	s.	d.
The taking off and putting on either a boot or budget	0	1	0

THE TRUNK BOOT.

	£.	s.	d.
Taking off the front plate, taking up the leather, and putting on one or two new hinges, refixing, &c.	0	5	0
A new faſtening for the lid	0	2	0
A new thumb-nut or ſcrew for ditto	0	1	6

A new

	£.	s.	d.
A new lid or door	0	7	6
New piece of welting, under ſix inches	0	0	9
For every ſix inches of ditto	0	0	9

THE PLATFORM BOOT OR BUDGET.

	Large.			Middle.			Small.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A new cover	2	2	0	1	15	0	1	10	0
A ditto welted	2	10	0	2	5	0	1	15	0
A new end to the cover	0	12	0	0	10	0	0	8	0
Ditto welted	0	15	0	0	12	0	0	10	0
A new leather ſide	0	18	0	0	15	0	0	12	0
The leather ſtripped off, and the ſide iron mended, and the leather ſewed on again							0	12	0
A new ſtrap							0	1	0
A new buckle and ſtrap							0	2	0
Welting, under ſix inches, and for every ſix inches							0	0	9
A top croſs piece to ſupport the cover							0	5	0

SECT. 8.

COACH-BOXES,

THE neceſſary repairs to coach-boxes are moſtly to the ſeat, the cradle, the footboard, or the ledge; the timber-work of the common coach-box ſometimes fails, but of the others it very ſeldom does, and is more eaſily mended with plates, or bolts of iron, than with new timber; it will therefore be only neceſſary to ſtate the repair throughout of the common coach-box, which, except the fore ſtandards and ſtays, are the ſame in all.

	£.	s.	d.
The taking off the coach-box to do any repair, and refixing it again	0	1	0
A pair of fore ſtandards	1	1	0
One ditto	0	10	6
A pair of ſtays	0	18	0
One ditto	0	10	0
A fore footboard	0	8	0
A pair of croſs or ſtandard bars	0	10	0
One ditto	0	6	0
A footboard ledge	0	2	6
A ditto with ſcroll ends	0	5	0
A cork ledge	0	2	6
The wood-work complete to the old iron-work, including painting	2	19	6
If ornamented brackets are uſed, the price is, for a pair of middlingly-ornamented brackets	0	10	6
A pair of coach-box ſteps	0	12	0

REPAIRS TO THE SEAT AND CRADLE.

	£.	s.	d.
Taking off and refixing the ſeat	0	1	6
A new lath for the ſeat	0	2	0
Covering the ſeat with new baize	0	3	6
New ſtuffing the ſeat	0	2	6

Two

	£.	s.	d.
Two new galling-leathers to the ſeat —	0	2	6
One ditto — — —	0	1	0
Lining with leather the two ends or four corners of the ſeat — —	0	2	0
Lining one end, or two corners, with leather	0	1	0
For each new thong for the hammercloth to be tied on with — — —	0	0	3
A new loop or billet for the cradle —	0	1	6
Two new ſeat-ſtraps — —	0	4	0
One ditto — — —	0	2	0

SECT. 9.

RAISED HIND AND FORE ENDS, PUMP HANDLES AND SHORT BLOCKS.

THERE are few carriages without one or other of thoſe things, except phaetons or chaiſes; and, when carriages are repaired, with new timber, throughout, thoſe things are moſtly neceſſary to make them complete; therefore, to any carriage, with either ſort of blocks, pump-handles, &c. add the price of them to the price of the compleat repair, as before ſtated.

	Plain.			Middlingly ornamented.			Much ornamented.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A pair of pump handles	1	10	6	2	5	0	3	0	0
One ditto	0	16	0	1	4	0	1	12	0
A pair of ſhort blocks	1	4	0	1	16	0	2	8	0
One ditto	0	13	0	1	0	0	1	6	0
A whole footboard for either	0	7	6	0	8	6	0	9	6
A half ditto	0	4	0	0	5	0	0	6	0
BUDGET BLOCKS, or RAISED FORE ENDS.									
A pair of ſide blocks	1	0	0	1	10	0	2	0	0
One ditto	0	10	0	0	15	0	1	0	0
A front block	0	10	0	0	15	0	1	0	0

HIND STANDARDS WITH FOOTMANS' CUSHIONS.

	Middlingly ornamented.		
	£.	s.	d.
A pair of hind ſtandards, with bar and wings complete	3	3	0
A pair of hind ſtandards with a bar	2	5	0
One ſtandard	0	15	0
A croſs bar	0	15	0
A pair of wings	0	18	0
One wing	1	1	0
A new bottom to the footman's cuſhion	0	7	9
Covering the top with leather	0	12	0
Covering with japan, or other leather, the ſides and ends	0	5	0
Ditto, if welted	0	10	0
Covering one ſide or end only	0	2	0
Ditto, if welted	0	5	0

The ſtandards and bar are ſometimes not carved, but only painted in imitation thereof, and are then only half the price of thoſe ſtated.

SECT. 10.

REPAIRS TO THE IRON-WORK.

THE repairs to the iron-work are more frequent than to the wood-work, in particular the ſtays, plates, and bolts, which, whether to large or ſmall carriages of any deſcription, are nearly the ſame in expence either for new or repairing. The expence for taking to pieces and putting together is included with the prices here ſtated.

	Coach, Chariot, or large Phaeton.			Middle or ſmall-ſized Phaeton, or Gig.		
CRANES.	£.	s.	d.	£.	s.	d.
To mending the pair if broke, or altering the form of them — —	3	3	0	2	12	6
To mending one if broke, or altering if ſtrained — —	1	15	0	1	10	0
AXLETREES, each.						
To a new axletree arm, fitting the old box, and reſetting it to the way —	0	18	0	0	15	9
To a new axletree nut — —	0	4	0	0	3	6
To fitting the nut to the ſcrew —	0	1	0	0	1	0
To ſetting the axletree to rights, or ſetting fair if ſtrained — —	0	8	0	0	7	0
To a ſhoulder waſher — —	0	1	0	0	1	0
To a dozen of lince-pins —	0	2	6	0	2	6
WHEEL-BOXES, per pair.						
To a pair of new ones — —	0	18	0	0	16	0
To a ſingle box — —	0	10	0	0	9	0
To fitting the pair of old ones to the arms	0	8	0	0	7	0
To cutting ſhorter a pair to make them fit the arms — —	0	6		0	5	0

Taking out and putting in the boxes to the wheels are included.

SPRINGS

SMALL SPRINGS.	Coach, Chariot, or large Phaeton.			Middle or ſmall ſized Phaeton, or Gig.			Graſshopper or double elbow ſprings.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A main or back plate	0	15	0	0	12	0	0	12	0
A long gut plate	0	12	0	0	10	0	0	10	0
A ſhort gut ditto	0	8	0	0	7	0	0	7	0
A ſhackle eye only to the plate	0	5	0	0	5	0	0	5	0
An out or inſide flap to the ſpring	0	6	0	0	5	0	0	5	0
A hoop and rivet to ditto	0	3	0	0	3	0	0	3	0
A rivet only	0	1	6	0	1	6	0	1	6
A ſhackle for a ſpring	0	2	6	0	2	6	—	—	
A Jew's-harp ſtaple	—	—		—	—		0	7	6
A ſide to ditto	—	—		—	—		0	4	0
A new ſcroll iron	—	—		—	—		0	5	0
Mending of ditto	—	—		—	—		0	2	6
A lugg plate	—	—		—	—		0	2	6
Taking to pieces, cleaning, and ſetting each pair of ſprings to another form	0	12	0	0	10	6	0	10	6
Setting up or down by altering at the bearings or flap only	0	6	0	0	5	0	0	5	0

STAYS AND PLATES.

WITH new timber-work the fitting the plates are not to be charged for, only the mending, if broken. The following are the charges for making new, or mending old, iron-work to the carriage throughout; the ſhortening or lengthening are all charged the ſame price, and are each conſidered under the title of mending.

STAYS.	New. £.	s.	d.	Mending £.	s.	d.
A ſpring ſtay	0	4	6	0	2	0
A horn or budget bar ſtay	0	7	0	0	2	0
A coach-box ſtay	0	5	0	0	2	0
A hind ſtandard ſtay	0	8	0	0	2	0
A wheel iron	0	5	0	0	1	6
A wheel iron ſhortened, or ſet in at the eye	—	—		0	0	9
A ſeat-iron for a coachman's ſeat	0	5	0	0	2	6
A bottom or main ſtay to a chaiſe or curricle	0	15	0	0	3	6
PLATES.						
A tranſom-plate	0	7	6	0	2	6
A whole wheel plate	1	10	0	0	7	6
A half ditto	1	0	0	0	5	0
A bottom perch plate	0	18	0	0	3	6
A bottom wearing plate	0	5	0	0	2	6
A ſide perch plate	1	11	6	0	7	0
A ſet of ſtandard plates for a coach-box	0	12	0	0	6	0
A pair of ditto	0	6	0	0	3	0
A ſway-bar plate	0	5	0	0	2	6
A noſe or croſs-key plate	0	2	6	0	1	6
A pump-handle plate	0	2	6	0	1	6
A ſhort-block plate	0	2	0	0	1	6
SOCKETS.						
A double ſocket for a curricle-gig ſhaft	0	10	0	0	2	0
A pair of ſplinter-bar ſockets	0	5	0	0	2	0
A pair of ditto for a chaiſe, with dragon's tongues and eyes	0	3	6	0	1	0
BOLTS and NUTS.						
A bolt and nut, under ſix inches	0	1	0	0	0	6
A ditto, from ſix to twelve inches	0	1	6	0	0	6
A nut only	0	0	3	0	0	2
A perch bolt	0	3	6	0	1	6
A nut for ditto	0	1	0	0	0	6
A key for ditto	0	0	6	0	0	3
A ſplinter-bar roller bolt	0	2	6	0	0	9
A ſmall T head bolt and thumb ſcrew	0	1	0	0	0	6
A large thumb nut, or ſcrew only, for a boot	0	1	6	0	0	6
A nut head-ſcrew	0	0	4	0	0	6
A pole pin	0	0	9	0	0	6

RINGS, LOOPS, HOOKS, STAPLES, HOOPS, and STEPS.	New.			Mending.		
	£.	s.	d.	£.	s.	d.
A plain body loop for a coach or chariot	0	7	6	0	3	6
A ditto for chaiſe or phaeton	0	6	0	0	3	0
A check-brace ring	0	1	0	0	0	6
A collar-brace ring	0	1	0	0	0	6
A double ditto	0	3	0	0	1	0
A pole ring	0	3	0	0	1	6
A pair of breeching ſtaples	0	3	0	0	1	0
A pole ſtaple	0	1	0	0	0	6
A footman's ſtep	0	6	0	0	2	0
A ſingle chaiſe ſtep	0	7	6	0	3	0
A double ditto	0	15	0	0	4	6
A pair of ſhaft-hooks, or tug-plates	0	3	6	0	1	6
An axletree hoop	0	2	6	0	1	3
A perch ditto	0	3	0	0	1	6

SECT. 11.

TRIMMINGS AND LININGS.

THE ſtatement for repairing the lining with new trimmings are for the common 2½ inch broad worſted lace, with flat taſſels to the holders, the different value of the other ſorts muſt be referred to in Vol. I.

The lining and putting on of the holders are included in the prices ſtated for them.

THE TRIMMINGS.

	£.	s.	d.
A pair of inſide hand holders complete	0	18	0
A pair of ſwing holders	0	12	0
A ſet of glaſs-ſtrings or holders, for either coach or chaiſe	0	16	0
A ſet of new French ſtrings	0	6	0
A ſet of new roſes for a pair of hand holders	0	7	6
Mending the lining of holders or ſtrings	0	1	0
Mending each button-hole of ditto	0	0	3
For every yard or leſs of new ſeaming lace	0	0	9
Ditto of paſting lace	0	0	9
Ditto of binding, 2½ inch broad	0	2	6
Paſting down the old lace, per yard, or leſs	0	0	3

THE LINING.

	£.	s.	d.
Taking up and putting down the back and two ſides of either coach, chariot, phaeton, or chaiſe, for the inſide framing to be repaired	0	3	0
Taking up and putting down a door-lining of a coach or chariot, or the front lining of a chariot, for repairing the wood work	0	2	0
Taking up the ſeat roll and fall, and putting them down again	0	2	0
Wet ſcouring the lining	0	10	6
Dry ditto	0	7	6
Taking out the falſe lining, waſhing, and putting in again	0	12	0
Ditto, if the holders and ſtrings are covered	0	16	0

	£.	s.	d.
Taking out the old ſtuffing from one long or a pair of ſhort cuſhions, quilting with the ſame, and ſtuffing them with the old ſtuffing	0	3	6
Ditto with new tuffts	0	4	0
For every pound of flock ſtuffing added	0	1	6
A new bottom carpet, bound round the edges, for a coach or chariot	0	10	6
Covering the two bottom ſides with new leather	0	6	0
An oil-cloth or carpet for a chaiſe			

STEPS, GLASSES, BLINDS, SHUTTERS, CURTAINS, &c.

STEPS.	Double.			Treble.		
	£.	s.	d.	£.	s.	d.
New trimming the whole with new leather, carpeting the treads, and facing the front with new cloth and lace	1	15	0	2	12	6
New carpeting only	0	10	6	0	15	0
New facing only	0	8	0	0	8	0
One leather daſh only	0	4	0	0	4	0
A new ſtep-board fitted in	0	2	6	0	2	6
A new iron tread, untrimming and re-trimming	0	7	6	0	7	6
A new main ſide, new head, and ditto	0	9	0	0	9	0
A new rivet to the joint	0	2	6	0	2	6
Faſtening the joint-rivets	0	1	6	0	1	6
A ſet of new ſtops	0	3	0	0	3	0
One ditto	0	1	0	0	1	0
Faſtening the ſet of ſtops	0	1	0	0	1	0

GLASSES.

	£.	s.	d.
A new door glaſs, common ſize	1	10	0
A coach front ditto	1	4	0
An oval or octagon glaſs behind	0	5	0
A ſet of new glaſs frames covered with new cloth	1	4	0
Ditto with new lace two inches wide	2	2	0
For each new ſide to the frame, covered with new cloth	0	4	6
Ditto with old cloth and lace	0	2	6
New covering the ſet of frames with new cloth	0	15	0
For each frame ditto	0	7	0
For each ſide ditto	0	2	0
Renailing on a bottom glaſs-ſtring	0	0	6
Securing the two corners of each frame with thin plates	0	1	0
Silvering the ſet of old rollers	0	5	0

For Lamp Glaſſes, ſee Lamps.

SHUTTERS.

	£.	s.	d.
New ſtringing the ſet	0	5	0
A new top, bottom, or ſide	0	2	6
A new pannel	0	3	0
A new loop only	0	0	9

VENETIAN BLINDS.

	£.	s.	d.
New painting and ſtringing a ſet	1	1	0
A new lath to a blind	0	5	0
A new ſide, top or bottom	0	5	0

	£.	s.	d.
Mending the lock ſpring	0	5	0
Eaſing each glaſs frame, ſhutter, or blind, to ſlide in the grooves	0	1	0

SPRING CURTAINS,

INCLUDING THE TAKING DOWN AND PUTTING UP.

	£.	s.	d.
New ſilk to the four barrels	1	10	0
Turning the ſilk upſide down	0	10	0
A new curtain ſtick	0	2	6
A new ſilk line for each curtain to run on	0	1	0
Mending the curtain barrel	0	5	0
Setting the curtain to rights when the ſpring has loſt its force	0	1	6

SQUABS.

	£.	s.	d
The taking down and re-fixing a pair of ſquabs to a coach or chariot	0	2	0
New binding with narrow lace a ſide or end	0	1	0
Putting on new loops, each	0	0	6

CHECK-STRINGS.

	£.	s.	d.
A new check ſtring	0	1	0
A ditto with taſſel	0	2	0
A check-ſtring eye	0	0	6

SECT. 12.

HAMMERCLOTHS and FOOTMAN-HOLDERS.

THE expence for repairing a hammercloth depends on the quantity of work done, and materials uſed, thereon at the time, which cannot even be ſurmiſed at; thoſe are for the uſual repairs to hammercloths, but further than what are ſtated cannot be given.

HAMMERCLOTHS.

ALL NEW TRIMMINGS ARE TO BE CHARGED FOR AT PER YARD.

	£	s.	d.
The taking to pieces, dying, preſſing, and remaking a ſix-breadth hammercloth, with the old trimmings of lace only —— ——	2	2	0
Ditto with the old trimmings of lace and fringe	2	10	0
Extra for a new thick canvaſs lining ——	0	15	0
Shortening the front by taking out a piece from the top of the fall, and replaiting it ——	0	7	6
Lining with leather, or ſtout canvaſs, the two ends or four corners —— ——	0	4	0
For each new loop —— ——	0	0	3
Sewing the lace where ripped, per yard, or under	0	0	6
Scouring a plain-trimmed hammercloth ——	0	7	6
Ditto a fringed-trimmed ditto — ——	0	10	6

OIL-

OIL-SKIN HAMMERCLOTHS.

	£.	s.	d.
A new half top	0	5	0
A new end	0	7	0
A new back or front	0	10	0

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FOOTMAN-HOLDERS.

	£	s.	d.
A new pair of footman-holders, with billets and buckles	0	8	0
A pair of lace 2½ inch ditto with ditto	0	12	0
For a new billet and buckle only to a footman's holder	0	2	6
A new billet only to ditto	0	1	6
To ſewing the lace-holders if ripped, each	0	0	9

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SECT. 13.

PLATED WORK,

IF the old plating is bad, and requires to be replaced with new, a reference for the price muſt be had to Vol. I.; the following are for the repairs generally done. Plating that is worn through cannot be replated but at as much expence as new would coſt. The mouldings or ornaments ſhanking and refixing are the principal of the repairs required to plated work.

	£.	s.	d.
Taking off the old moulding and putting in new ſhanks, and putting it on again, at per foot	0	0	6
The taking off, cleaning, and putting on ſix head-plates to a coach or chariot	0	2	6
Ditto, with new plated pins or nails	0	5	0
For each large plated head-plate, nail, or pin	0	0	2
For each ſmall ditto	0	0	1
The taking off and putting on a pair of ſham joints	0	1	6
The faſtening down the moulding with a plated nail or pin	0	0	6
A large plated knee boot button	0	1	3
A ſmall ditto	0	0	9
A large ſilvered ditto	0	0	6
A ſmall dittto	0	0	4
Painting a pair of lamps	0	3	0

SECT. 14.

LAMPS.

THE repairs to lamps are very frequent, for, on account of their being ſo prominent, the glaſſes are often broken by the coachman backing in low gateways; the ſize of the lamp makes no difference in the price for the repairs.

A front

	£.	s.	d.
A front convex glaſs to a globe lamp	0	5	0
A front ditto to an Italian or oval ditto	0	3	6
A ſide glaſs to ditto	0	2	0
Repairing the back by ſoldering on the iron-work, and ſetting it fair	0	2	6
New ſticking or repairing the reflector	0	2	6
A new plated barrel	0	3	6
A ditto plain	0	2	6
To a new ſpring for the candle	0	1	6
A new head, plain	0	1	6
Ditto, plated	0	2	0
A new grate to either head	0	1	6
A ſtaple to the barrel for the ſtrap	0	0	9
A keeper to ditto	0	0	9
A pair of lamp-ſtraps and buckles	0	2	0
A lamp-fork	0	1	6
A new hinge or faſtener to the door	0	1	0
Faſtening the iron-work of the lamps to the body	0	0	6

SECT. 14.

PAINTING.

THE price for new painting old carriages may be known by deducting one-fourth from the prices ſtated for painting in the firſt volume; but, as that may be troubleſome to the reader, they are here briefly ſtated, with the bodies and carriages ſeparate, as alſo the prices for only japanning and varniſhing them, which, as they are often ſeparately ſo done, it will give more ready information of the whole or ſeparate prices.

OLD BODIES NEW PAINTED AND VARNISHED.

	Coach.			Chariot.			Large Phaeton.			Middle-ſized Phaeton.			Small Phaeton, or Curricle.			WHISKIES.					
																Half Pannel.			Cane or Ribbed.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
An old body plain painted and varniſhed	2	5	0	1	17	6	1	10	0	1	8	6	1	4	6	1	2	6	0	13	6
Picking out the mouldings	0	10	6	0	10	6	0	7	6	0	7	6	0	7	6	0	7	6	0	7	6
Japanning the quarters of a coach and chariot, and the doors and ſword-caſe of a chaiſe	1	17	6	1	10	0	0	8	6	0	8	6	0	8	6	0	8	6	0	8	6
Poliſhing the pannels	2	10	0	2	0	0	1	5	0	1	5	0	1	5	0	1	1	0			
High varniſhing the pannels	5	15	0	4	4	0	3	3	0	3	3	0	3	3	0	2	10	0			

OLD CARRIAGES NEW PAINTED.

	Coach.			Chariot.			Large Phaeton.			Middle-ſized Phaeton.			Small Phaeton, or Curricle.			WHISKIES.					
																Half Pannel.			Cane or Ribbed.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
An old carriage painted, the boot and budget japanned	1	11	6	1	11	6	1	4	6	1	2	0	1	0	0	0	16	0	0	16	0
Picking out the mouldings one colour	1	1	0	1	1	0	0	18	0	0	15	0	0	12	0	0	10	0	0	10	0
Ditto, two colours	1	15	0	1	15	0	1	11	6	1	10	0	1	4	0	0	18	0	0	18	0
Oil varniſhing the carriage after painting, which gives the paint a fine gloſs, and very much preſerves it	0	15	0	0	15	0	0	15	0	0	15	0	0	10	6	0	10	0	0	10	0

VARNISHING ONLY.

IF the ground colour of the body is good, varniſhing will ſometimes do nearly as well as new painting.

VARNISHING.	Coach.			Chariot.			Phaeton or Chaiſe.			Ha. pannel Phaeton or Chaiſe.		
	£.	s.	d	£.	s.	d.	£.	s.	d	£.	s.	d.
The rubbing down, and once varniſhing the pannels — —	0	12	0	0	10	6	0	7	6	0	6	0
To twice ditto —	1	0	0	0	18	0	0	12	0	0	10	6
JAPANNING.												
To once japanning the upper parts of a coach or chariot, or the doors and ſword-caſe of a chaiſe or phaeton — —	0	10	6	0	7	6	0	3	6	0	3	6
To twice doing the ſame	0	18	0	0	12	0	0	5	0	0	5	0

If the body is unhung for the varniſhing, as it moſtly is, 2s. 6d. muſt be added for that trouble, but cannot be chargèd for twice under one repair.

* * *

BOOTS, &c.	A Trunk Boot.			A Saliſbury Boot.			A Daſhing Leather.			A Footman-cuſhion Frame.		
	£.	s.	d.	£.	s.	d	£.	s.	d.	£.	s.	d.
To once japanning —	0	2	6	0	3	6	0	2	0	0	2	0
To twice ditto —	0	4	0	0	5	5	0	3	6	0	3	0

PAINTING OF ARMS, CRESTS, AND MANTLES.

THESE ornaments are ſometimes wiſhed to be preſerved, to ſave the expence of new painting them; the trouble of painting the ground colour is then greater, and increaſeth the price 1s. 6d. for preſerving each ornament, whether the mantle, arms, or creſts.

	£.	s.	d.
Each new mantle painted in relief, or contraſted colours — — —	0	7	6
For each coat of arms ditto — —	0	7	0
For each creſt ditto — —	0	4	0
For each cypher in gold or colours —	0	3	0
Rubbing out the old, and laying a freſh ground in the mantle to repaint any other arms —	0	1	6

PAINTING OF WHEELS.

IF new wheels are put on, when the carriage is to be new painted, the following prices for plain painting them are to be deducted from the former prices of wheels; this will alſo ſhew what the value of painting a ſet, or pair, of wheels amounts to, if done alone, as they ſometimes are.

Plain

	Coach, Chariot, or large Phaeton.			Middle or ſmall ſized Phaeton.			Curricle, Whiſkey, or Gig.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Plain painting the wheels	0	12	0	0	10	6	0	6	0
Picking them out one colour	0	4	0	0	4	0	0	2	0
Ditto, two colours	0	6	0	0	6	0	0	3	0
The rims picked out two colours	0	8	0	0	8	0	0	4	0
Ditto, one colour	0	4	0	0	4	0	0	2	0

PANNELS.

THE pannels, if bruiſed, are not eaſily repaired, ſo as to be undiſcovered; as new and old colours do not eaſily match, the readieſt method is, if the paint is rubbed through to the wood, to fill up the blemiſhed place, with a hard ſtopping, level with the other ſurface, and then colour and varniſh it; but, if the colour is not a good one to match, the whole pannel ſhould be done, preſerving, at the ſame time, the ornaments, if any.

	£.	s.	d.
Mending a pannel by ſtopping, and painting to match	0	5	0
New painting and varniſhing the whole door or ſide pannel	0	10	6
Ditto the back or front pannel	0	15	0

SECT. 15.

CHAISE HEADS, WINGS, KNEE FLAPS, AND DASHING LEATHERS.

NEGLECT is the principal cauſe of ſome of thoſe things wanting repairs, in particular the chaiſe heads and knee flaps, which, if not kept properly ſuppled, the leather will contract and rot, and require much ſtraining to bring it to its bearing; and the front rib, or flatt, of a chaiſe head is what is likely to be broken thereby.

The taking off the mouldings and leather-work and putting them on again are included in the ſtatements.

CHAISE HEADS.

	Round.			Square.		
	£.	s.	d.	£.	s.	d.
A new entire front flatt	0	12	0	0	10	6
A new top or ſide to ditto	0	8	0	0	7	0
Mending the corner joint with a plate	0	5	0	0	5	0
A new neck-plate to the flatt	0	2	6	0	2	6
A new prop for the joint	0	2	0	0	2	0
A new joint	0	5	0	0	5	0
Setting ditto if ſtrained, mending it if broken, ſhortening or lengthening it	0	2	0	0	2	6
A new cloth lining complete	4	0	6	3	0	0
A new ſerge ditto	2	0	0	1	10	0
A new ſerge ſide or back	0	15	0	0	10	6
A new cloth ditto	1	5	0	1	0	0
A new leather back	1	10	6	1	5	0
A new valent	0	15	0	0	12	0
Mending ditto at each ſeam or corner	0	1	0	0	1	0

WINGS.

WINGS.

	£.	s.	d.
Trimming the old wing-frames, with new cloth, leather, and lace	1	6	0
Covering the old frames with new neat's leather to the old trimmings	0	12	0
Ditto with baſil leather	0	9	0
Ditto with cloth and lace 2½ inches wide	0	18	0
Ditto with cloth only	0	7	6
Ditto with lace only	0	12	0
A new plated frame	0	16	0
Setting up or down a wing that is ſtrained	0	1	6
Faſtening a wing with a new nut-headed ſcrew	0	1	0
Ditto with a new key-bow ring	0	2	6

KNEE BOOTS, OR FLAPS.

	£.	s.	d.
A new cloth fall bound with lace	0	8	0
A new cloth lining	0	10	0
A new ſerge or linen ditto	0	5	0
Two new lugs for the top to faſten it up by	0	2	6
Sewing on one old lug or flap	0	0	6
A new check to the ſide	0	10	6
A new bottom piece for the knee-boot, which takes off	0	5	0
For each new ſilver button to the top	0	0	6
For ditto for the ſide	0	0	6
For lining each button-hole	0	0	6
For a piece of welting under ſix inches	0	0	6

DASHING LEATHERS.

	Large.			Small.		
	£.	s.	d.	£.	s.	d.
To ſtripping the frame, mending it, and ſewing on the leather again —	0	7	6	0	5	0
To covering the old frame with new leather — —	0	15	0	0	12	0
To a new back-ſtay — —	0	3	6	0	3	0

SECT. 16.

BRACES.

NEW braces to phaetons or chaiſes are ſeldom found neceſſary; if, however, they ſhould be required, their prices may be collected from the firſt volume. The prices for mending of braces are what are principally required to be known, and whether for coach, chariot, phaeton, or chaiſe, the prices for repairing them are the ſame.

REPAIRS TO THE BRACES.

	Main Brace.			Collar Brace.			Check Brace.			Pole Piece.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Splicing a piece on the wearing place —	0	1	6	0	1	0	0	0	6	0	1	0
Shortening by cutting at the buckle or point end, and making it good by ſewing — —	0	2	0	0	1	0	0	0	6	0	1	0
Mending by ſplicing on a piece at the point, for every ſix inches or under — —	0	2	6	0	1	6	0	0	9	0	1	6
To ſewing in a new loop	0	0	6	0	0	4	0	0	3	0	0	4
Sewing each place where ripped — —	0	0	6	0	0	6	0	0	3	0	0	6

SECT. 17.

TRAVELLING REQUISITES.

IT is but ſeldom theſe things are repaired, for, when defective, new is moſtly ſubſtituted; but, when done, the prices are nearly as follow:

TRUNKS.	Large.			Middle.			Small.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A trunk new lined with paper	0	4	0	0	3	0	0	2	0
Ditto with linen	0	8	0	0	6	0	0	4	0
A new flap to the lid, nailed all round	0	5	0	0	4	0	0	3	0
Ditto front or end	0	3	0	0	2	6	0	2	0
A new handle	0	1	6	0	1	3	0	1	0
A new lock and key	0	2	6	0	2	0	0	1	9
A new key to fit the old lock	0	1	3	0	1	0	0	0	9
Mending the bottom with a batten	0	2	0	0	1	9	0	1	6
New ſtraps per foot, per pair	0	1	6	0	1	3	0	1	0
A chain-belt, per foot each	0	2	9	0	2	9	0	2	9
Lengthening a ſtrap, per foot, or under	0	1	0	0	0	9	0	0	6
Ditto a chain-belt, per ſix inches	0	1	9	0	1	9	0	1	9
TRUNK COVERS.									
A new leather cover	2	5	0	2	5	0	1	15	0
A new ſide to ditto	0	12	0	0	10	0	0	8	0
A new front, top, or back to ditto	0	15	0	0	14	0	0	12	0
Mending by welting, per foot	0	1	6	0	1	6	0	1	6
Oil-cloth covers	0	10	6	0	7	6	0	5	0
A new end	0	2	6	0	2	6	0	1	6
A new front, top, or back	0	3	0	0	2	6	0	2	0
New welting, per foot	0	0	9	0	0	9	0	0	9
New painting the old cover	0	2	6	0	2	0	0	2	0

IMPERIALS.

FOR A COACH.

	Whole.			Half.		
	£.	s.	d.	£.	s.	d.
A new leather roof	3	3	0	2	2	0
A new ſide or end	0	15	0	0	12	0
A new linen lining	0	15	0	0	12	0
Covering and ſtuffing the bottom with new baize	0	12	0	0	9	0

FOR

FOR A CHARIOT.	Whole.			Half.		
	£.	s.	d	£.	s.	d.
A new roof	2	2	0	1	10	0
A new ſide or end	0	12	0	0	9	0
New lining the inſide with linen	0	12	0	0	9	0
Covering and ſtuffing the bottom with baize	0	10	0	0	8	0
For either COACH or CHARIOT IMPERIAL.						
An inſide girth ſtrap	0	2	0	0	2	0
An outſide imperial ſtrap and buckle	0	1	0	0	1	0
A leather handle	0	1	6	0	1	6
A new padlock and key	0	2	0	0	2	0

WELLS.

	£.	s.	d.
A new bottom to a well	0	10	0
A new lid to ditto	0	7	6
A new iron faſtener for it to hang by	0	2	6
New lining the inſide	0	6	0

SPLINTER BARS.

	£.	s.	d.
A new main bar	0	10	0
A ditto with the old iron-work	0	5	0
An end or ſmall draught bar	0	7	6
A ditto with the old iron-work	0	4	0
A new drag-chain	0	8	0
Ditto covered with leather	0	10	6

SECT. 18.

LINING AND COVERING WITH LEATHER THE PERCH-BOLT, &c.

THE lining or covering with leather thoſe parts where the friction lies, is frequently neceſſary, and forms a material part of the expence among the number of repairs. The expences of taking to pieces and putting together again, are included in the under-mentioned prices; and whether to a phaeton, chariot, or coach, the charges are the ſame.

	£.	s.	d.
The perch-bolt hole	0	2	6
The upper or under tranſom-plate	0	5	0
The felly-piece, or ſway-bar	0	1	6
The perch at the bottom	0	1	6
The pole or futchels in the chaps	0	1	0
The futchels or pole at the gib	0	1	0
The pole new ſtuffed and lined at the ſhoulders and hips	0	9	0
The pole half ditto at either place	0	5	0
Mending the pole-lining at either place with a ſmall piece of leather	0	2	0
Each cap of the ſplinter-bar roll lined	0	1	6
Each roll of ditto ditto	0	1	0
The ſplinter-bar under each roll, ditto	0	1	0
A ſhaft-point of a one-horſe chaiſe, ditto	0	2	0
A ſtep-tread of ditto	0	2	0
A new gib-ſtrap	0	0	9
A new pole-pin cap	0	1	0
The ſtandards at bottom	0	1	6

CHAP.

CHAP. II.

REPAIRS OR ALTERATIONS TO THE HARNESS.

THE harneſs being a matter unconnected with the carriage, a ſeparate deſcription of it, when new, is given in the former part of this work. This being for the repairs thereof, is alſo divided from the carriage, for the more ready information of the ſeparate expences.

From a bad harneſs, as much danger may be apprehended as from a bad carriage; and, however ſkilful the driver may be, if the harneſs is not perfect, the horſes cannot be well managed. Beſides, an old harneſs is always in want of repairs; and many people, from a ſaving notion, continue repairing, till there is ſcarce a veſtige of the original left, and the repairs have even coſt twice the price of the harneſs when new.

That harneſs might neither be thrown away too ſoon, nor uſed ſo long as to become expenſive and troubleſome in the repairs, it will be proper to obſerve the length of time it may be expected to laſt, and what the expence for repairing it may be, while in regular uſe. This, in a great meaſure, depends upon the quality of the leather, and the ſufficiency of the workmanſhip. It is neceſſary to examine, at the firſt, that the leather be firm, and yet pliable; and that, by pulling it, it does not contract in the width, or extend in the length, which bad leather will do, and will, beſides, be ragged at the edges, and rough on the inſide. Good ſewing alſo tends much to the preſervation. The furniture with which the winkers and houſings are mounted, ſhould be of ſilver, and not of plated metal, which makes but little difference in the firſt expence; for they will laſt with the harneſs, but otherwiſe are frequently obliged to be renewed.

Harneſs periſhes with hanging by; and, however moderate it may be uſed, yet, after ſix years, cannot be very fit for further ſervice, unleſs great care indeed has been taken to preſerve it. To prove its goodneſs, is to compare it with the number of wheels worn out on the carriage with which the harneſs has been uſed, either in town or country; in town it will laſt with three ſets of wheels; and in the country two; or four years regular work, ſuppoſing the work, on the average, to be about five or ſix miles a day conſtant. As additions are frequently made, after the firſt finiſhing of a harneſs, it will be neceſſary to ſtate what is the value of the ſeparate parts thereof, ſo that, for any alteration the price may be known. When braſs or coloured-metal furniture is uſed, a reference muſt be made to the prices ſtated in the former tables. The following comprehends the ſilver and ſilver-plated, being the only ſort now in general uſe.

PRICES OF ORNAMENTS

With which the Houſings and Winkers are mounted, including the putting them on.

Different Sizes.					Emboſſed CRESTS or CYPHERS.				PLATES or PIECES.				CIRCLES or RIMS.			
					Silver.		Plated.		Silver.		Plated.		Silver.		Plated.	
Inch.		Inch.		Inch.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
4	by	3	or	$3\frac{1}{2}$	12	0	10	0	6	0	3	6	4	0	2	4
$3\frac{1}{2}$	by	3	or	$3\frac{1}{4}$	11	0	9	6	5	6	3	3	3	6	2	2
3	by	3	or	3	10	0	9	0	5	0	3	0	3	3	2	0
3	by	$2\frac{1}{2}$	or	$2\frac{3}{4}$	9	0	8	0	4	6	2	9	3	0	1	10
$2\frac{1}{2}$	by	$2\frac{1}{2}$	or	$2\frac{1}{2}$	8	0	7	6	4	0	2	6	2	9	1	8
$2\frac{1}{2}$	by	2	or	$2\frac{1}{4}$	7	6	6	6	3	9	2	3	2	6	1	6
2	by	2	or	2	7	0	6	6	3	4	2	0	2	3	1	4
2	by	$1\frac{1}{2}$	or	$1\frac{3}{4}$	6	6	5	6	3	0	1	9	2	0	1	2
$1\frac{1}{2}$	by	$1\frac{1}{2}$	or	$1\frac{1}{2}$	6	0	5	0	2	6	1	6	1	9	1	0
$1\frac{1}{2}$	by	1	or	$1\frac{1}{4}$	5	6	4	6	2	0	1	3	1	6	0	$10\frac{1}{2}$
1	by	1	or	1	4	6	4	0	1	9	1	0	1	3	0	9
				$\frac{7}{8}$	4	0	3	6	1	6	0	$10\frac{1}{2}$	1	0	0	7
				$\frac{6}{8}$	3	6	3	0	1	3	0	9	0	10	0	6
				$\frac{5}{8}$	3	0	2	6	1	0	0	$7\frac{1}{2}$	0	8	0	5
				$\frac{4}{8}$	2	6	2	0	0	9	0	6	0	6	0	4

If the arms are emboſſed, inſtead of a creſt or cypher, add 2s.

If a creſt or arms, in plated metal, is only raiſed from the back, and chaſed on the outſide, it cannot be conſidered as an emboſſing, but as a pierced creſt, and only charged after the rate of 1s. 6d. for thoſe above two inches, and 1s. for thoſe under.

For a cypher chaſed or engraved on the *plate* or *piece*, add 9d.

THE FURNITURE.

PLATED BUCKLES.	Sizes. Inch	Whole. £.	s.	d.	Half. £.	s.	d.
Buckles, dees, or bridges, for the reins and ſtrappings, each — —	$\frac{3}{4}$	0	0	9	0	0	5
	$\frac{7}{8}$	0	0	10½	0	0	6
	1	0	1	1½	0	0	7½
	1¼	0	1	3	0	0	10½
	1½	0	1	6	0	1	0
	1¾	0	2	0	0	1	6
TRACE RINGS, TUG BUCKLES, &c. per pair.		Iron.			Plated.		
Collar tug buckles — —		0	3	0	0	10	0
Collar dees — — —		0	3	0	0	12	0
Trace rings — — —		0	3	0	0	10	0
Woodcock eyes — —		0	3	0	0	15	0
Spring ditto — — —		0	4	6	0	18	0
BITS, each, with CURBS.							
A coach or chariot duke-bit —		0	8	0	1	12	0
A chaiſe ditto — — —		0	7	0	1	10	0
A coach or chariot ſtraight cheek-bit —		0	6	0	1	8	0
A chaiſe ditto — — —		0	5	0	1	6	0
A bridoon-bit with horns — —		0	2	6	0	10	0
A ditto, plain — —		0	2	0	0	8	0
Stirrup irons, per pair — —		0	5	0	0	18	0

HEAMS, per pair.	Large. £.	s.	d.	Small. £	s.	d.
Plain poliſhed or covered — —	0	10	0	0	8	0
Plated all over the outſides —	4	0	0	3	18	0
Ditto, the loops only — —	1	15	0	1	13	0
Ditto the loops and links — —	2	5	0	2	3	0
Extra to the Heams.	Plated.			Iron.		
Solid loops in the heams for the reins to paſs through — —	0	6	0	0	3	0

HOUSING OR WINKER FRAMES.

	Size of the moulding. ths		HOUSINGS. Silver. s.	d.	Plated. s.	d.	WINKERS. Silver. s.	d.	Plated. s.	d.
A ſquare or octagon frame for the out edges —	4-8	of an inch.	18	0	8	6	12	0	6	0
	3-8		14	0	7	0	10	0	5	0
	2-8		11	0	5	6	8	0	4	0
A ſaddle cantle	2 or 3-8		—		—		8	0	4	0

HOUSING FURNITURE.

	£	s.	d.
A territ for a ſaddle or houſing — —	0	6	0
Ditto for the headſtall — —	0	5	6
Ditto, with a fly — — —	0	6	6
A ſcrew for the houſing — — —	0	1	6
A ſocket for either territ or ſcrew — —	0	1	0
A ſcutcheon for a ſcrew or territ — —	0	0	6
A watering or bearing hook — —	0	5	0
A plate for ditto — — —	0	1	6

BRIDOON FURNITURE.

	£.	s.	d.
A throat-latch dee	0	3	0
A ſingle chain of three links	0	1	6
For each link more than three	0	0	6
A double chain of the curb pattern, per inch	0	0	9
A ſwivel	0	1	9
A hook for the bridoon chain	0	2	0

THE following are the prices of the ſeparate parts of a harneſs, both with and without the furniture, for the purpoſe of ſhewing what each part will coſt, as it often happens that new leather-work is put to the old furniture, and ſometimes new furniture to the old leather. The *Heams*, the *Collar-dees*, the *Trace-rings*, the *Tug-buckles*, and *Bits*, are conſidered to be of poliſhed iron: the other parts of the furniture are plated with ſilver, and conſiſt of the *Half-buckles*, the *Dees*, the *Bridges*, the *Territs*, the *Hooks*, &c. But the ornaments for mounting the houſings and winkers are not included, being of ſuch various patterns; therefore a reference muſt be made to the table, (page 59.) wherein theſe things are all ſtated.

	With furniture.			Without furniture.		
	£.	s.	d.	£.	s.	d.
THE BRIDLE.						
A bridle complete	1	1	0	0	12	6
A headſtall	0	2	6	0	2	0
A throatband	0	2	6	0	1	6
A winker	0	3	6	0	3	6
A winker-ſtrap	0	1	6	0	1	6
A cheek to a winker	0	3	6	0	2	6
A front of plain leather	0	2	6	0	2	6
A noſe-band	0	3	0	0	2	0
A forehead-piece	0	1	6	0	1	6
THE REINS.						
A ſet of long reins, complete, for a pair of horſes	0	18	0	0	16	0
A pair of long hand-reins only	0	10	0	0	9	0
A pair of coupling-reins	0	7	6	0	6	6
One ditto	0	4	0	0	3	6
A pair of bearing-reins	0	12	0	0	9	6
One ditto	0	6	0	0	4	6
A chaiſe long hand-rein	0	10	0	0	9	0
A bridoon complete, with chain	0	17	6	0	9	0
A bridoon head and rein, without chain	0	8	6	0	7	0
A bridoon-rein only	0	5	6	0	4	0
A bridoon-ſtrap	0	1	0	0	0	9
COLLARS.						
A round or neck collar, with heams and tugs complete, for a phaeton or chaiſe	1	10	0	1	0	0
Ditto, for a coach or chariot	1	11	6	1	2	0
A collar only, of neat's leather	0	9	0	0	9	0
Ditto, of baſil	0	6	0	0	6	0
A pair of collar-tugs	0	14	0	0	12	0
A heam-ſtrap	0	1	0	0	1	6
A round falſe collar	0	7	6	0	7	6
A houſing or cap for a round collar	0	2	6	0	2	6
A breaſt-collar	0	15	0	0	10	6
A falſe breaſt-collar	0	8	0	0	8	0
THE BREECHING AND BELLY-BAND.						
A breeching for coach or chariot	0	12	0	0	10	0
Ditto for a chaiſe	0	10	0	0	8	0
A breeching-ſtrap	0	3	6	0	3	6
A falſe belly-band	0	6	0	0	4	6

	With furniture.			Without furniture.		
	£.	s.	d.	£.	s.	d.
THE CRUPPER.						
A crupper, with a long turn back-ſtrap	0	12	0	0	10	6
Ditto, without a turn back-ſtrap	0	10	0	0	8	6
A crupper-dock	0	2	0	0	2	0
The TRACES for a COACH and CHARIOT.						
A pair of wheel, or ſhort leading traces, two inches wide	1	0	0	0	18	0
A pair of long leading-traces, ditto	1	18	0	1	16	0
A pair of wheel, or ſhort leading traces, 2¼ wide	1	4	0	1	2	0
A pair of long leading-traces, ditto	2	4	0	2	2	0
HOUSINGS.						
A houſing, with its pad and belly-band complete	1	10	0	0	12	0
A pad only for a houſing	0	5	0	0	5	0
A long ſide belly-band to the houſing	0	3	0	0	2	6
A ſhort ſide ditto to ditto	0	2	0	0	2	0
SADDLES.						
A ſaddle complete, with ſurcingle, &c. for a chaiſe harneſs	1	16	0	1	0	0
A ditto, with double or jockey ſkirts, for a ditto	2	0	0	1	4	0
A ſhort ſide of the ſurcingle or belly-band	0	2	0	0	2	0
A long ſide of ditto	0	3	6	0	2	6
A new pannel put in either chaiſe ſaddle	0	6	0	0	6	0
A back-band for a chaiſe ſaddle	0	8	0	0	8	0
A pair of ſhaft-tugs for ditto	0	8	0	0	5	0
A ſhaft-band to a tug	0	2	0	0	2	0
A poſtillion-ſaddle, with ſtirrups and girths complete	2	6	0	2	2	0
A pair of worſted girths for a ſaddle	0	3	6	0	2	6
A pair of new ſtirrup-leathers for ditto	0	9	0	0	5	0
A new pannel for a poſtillion ſaddle	0	8	0	0	8	0
STRAPPINGS and TUGS.						
A back or hip-ſtrap, with tugs	0	10	0	0	8	0
A tug for either ſtrap	0	4	0	0	3	0
A Newmarket ſtrap	0	3	0	0	2	0
A neck or wither-ſtrap	0	5	6	0	3	6
A ditto with a ley	0	7	0	0	5	0

MARTINGALES.

MARTINGALES.	With furniture.			Without furniture.		
	£.	s.	d.	£.	s.	d.
A martingale from the head to the belly-band	0	15	0	0	12	0
A ditto from the collar to the belly-band or breaſt-piece	0	8	0	0	5	0
PAD-CLOTHS.						
A pad, or houſing-cloth, bound with lace	—	—		0	6	0
A ſaddle ditto	—	—		0	8	0
ROSES, FRONTS, and EARBOWS.	Worſted.			Silk.		
A pair of white or coloured roſes, and lapping the old fronts	0	8	0	0	16	0
Ditto with a pair of new fronts	0	11	0	0	19	0
For lapping the old pair of earbows	0	2	6	0	4	0
For a pair of new earbows and lapping	0	5	0	0	7	6
A pair of new roſes, and lapping the front of a one-horſe chaiſe harneſs	0	7	6	0	15	0
Ditto, with a new front and lapped	0	9	0	0	16	6
Ditto, with a new earbow, ditto	0	10	6	0	18	0

SECT. 1.

MENDING THE HARNESS

By ſplicing on new Pieces of Leather, putting on new Billets and Loops, and ſewing the Places where ripped.

For every ſix inches or under.	A ſplice.			A ſewing.		
	£.	s.	d.	£.	s.	d.
To the trace	0	1	6	0	0	9
To the breeching-ſtrap, or ley	0	0	9	0	0	6
To the crupper-ſtrap, or ley	0	0	8	0	0	6
To the ley of the breaſt-collar or heam-tug	0	1	0	0	0	6
To the pipe of the breaſt-collar or heam-tug	0	1	3	0	0	9
To the belly-band	0	0	9	0	0	6
To any of the ſtrapping, of 1½ inch wide	0	0	8	0	0	6
To the reins or bridle	0	0	6	0	0	4
Refixing a buckle, a bridge, or dee	0	0	6	0	0	4
LOOPS and BILLETS.	A loop.			A billet.		
To the ſtrapping	0	0	3	0	1	0
To the bridle or reins	0	0	2	0	0	9

CHAP. III.

ON HIRED CARRIAGES.

IN order to avoid future expence and trouble, many perſons prefer hiring to keeping a carriage of their own; but, unleſs very cautious in the engagement, they fall into the ſame, if not greater, inconveniences and expences, than if the carriage was their own. Gentlemen, and in particular thoſe of the medical line, whoſe buſineſs requires an almoſt conſtant uſe of their carriage, find an advantage in furniſhing themſelves this way, as the frequent repairs, and delays thereof, would expoſe them to a number of inconveniencies and expences, which are, by hiring, avoided; but for thoſe whoſe uſe of a carriage is not ſo conſtant, it is by no means an adviſeable plan, which may be judged of by the number of wheels that are conſumed, as there are many who do not wear out their wheels in three or four years, while others wear them out in twelve or ſix months. The one finds an advantage, but the other pays dear for the uſe of their carriage, if hired. The probable expences of repairs required to a carriage are ſtated in page 13; from which ſtatement may be determined the preferable mode to adopt.

SECT. 1.

HIRING CARRIAGES BY THE YEAR.

COACHES and chariots are the ſort of carriages generally hired by the year; and they are moſtly built purpoſely for the occupier, and finiſhed agreeable to his fancy, in the ſame manner as if they were to be purchaſed. They are generally engaged, indeed, for ſuch a time as they might reaſonably be expected to laſt, either with the faſhion or ſtrength, which is moſtly for four years. Suitable harneſs is uſually engaged with the carriage; which, together, are to be kept by the builder in wheels, and every neceſſary repair, excepting only ſuch as have been occaſioned by accident. The painting the carriage and putting on a new hammercloth are uſually done within the time; but this depends on the agreement. Phaetons, curricles, or chaiſes, if built for hire, are charged for after the rate of the whole year, although only uſed ſix months;

which, being thoſe of the ſummer, leaves the carriage an incumbrance for the winter, and when they are not likely to ſell: but the price for hiring all carriages by the year, whether coach, chariot, phaeton, curricle, or chaiſe, is proportioned to the value of the carriage, after the following manner.

SECT. 2.

THE YEARLY VALUE OF HIRE RATED.

TO aſcertain the yearly value for the hire of carriages with any accuracy, is to divide the firſt coſt, including all ſubſequent expences, by one more than the number of years for which it is engaged. The one year's dividend is ſuppoſed to be the worth of the carriage to the coachmaker, when returned to him at the expiration of the engagement, and the others pay for the carriage while in uſe. If the carriage is hired for four years, divide the coſt by five; if for three, divide by four; and ſo on for as long or ſhort a time as may be engaged for above one year.

Some builders make a rule to charge for a number of articles that are added to finiſh a carriage beyond a certain extent, making extras of as many things as amount to one year's hire. The faireſt method is, to compriſe them all in one valuation, with all the future coſt, which may eaſily be computed, and divide the total as follows: Suppoſe the value of both the carriage and harneſs amounts to 140 guineas; the expence of the wheels, and other repairs, for the firſt year, is 2 guineas; the ſecond year, 10 guineas; the third year, 12 guineas; the fourth year, 16 guineas; the fifth year, 24 guineas; and, if new painted, or have a new hammercloth and holders, add the price thereof to the price of all the reſt, making them into one ſum total, which divide as thus—Suppoſe the firſt coſt of the carriage, with harneſs, to be 140 guineas; the expence for repairs added, makes the full coſt 180 guineas, which are then divided by one more than the number of years, for four years' hire, which is five, and that gives 36 guineas for the yearly value for hire as follows, ſuppoſing the firſt coſt 140 guineas:

Time.	Expence for Repairs.	Total Coſt.	Divide by	Year's Hire.
For one year –	2 gs.	142 gs.	2 —	71 gs.
For two years –	12 —	152 —	3 —	50 —
For three years –	24 —	164 —	4 —	41 —
For four years –	40 —	180 —	5 —	36 —

If, in the time, the carriage is once new painted, and furniſhed with a new hammercloth and footman-holders, as it moſtly is, if hired for more than two years, then 20 guineas more, or the value of ſuch hammercloth and painting, muſt be added to the ſum total, and divided as above, the expence is then as here ſtated.

Time.	Expence for Repairs, &c.	Tot. Coſt.	Divided by	Yearly Value of Hire.
For three years	44 gs.	184 gs	4	46 gs.
For four years	60 —	200 —	5	40 —
For five years	84 —	224 —	6	37 —

By this rule the value of hire for every ſort of carriage may be aſcertained, if greater or leſs in the expence; allowing the carriage, when off the job, to be worth the price of one year's hire, which, with what is received, makes up all the expence of the carriage.

COPY OF AGREEMENT.

WHEN carriages are thus let by the year, a formal engagement is moſtly entered into, to bind each contracting party, for the full perfecting their ſeparate agreement, of which the following is a copy:

‘ Articles of Agreement made and entered ‘ into this one thouſand ſeven ‘ hundred and between A. B. ‘ gent. of the county of on the one ‘ part, and C. D. coachmaker, of the county of ‘ on the other, and this certifies, that the ‘ ſaid C. D. doth agree to build, and preſerve ‘ in good and ſubſtantial repair, a carriage, with ‘ harneſs, for the uſe of the ſaid A. B. until the ‘ full expiration of years, from the date ‘ hereof, after the following rate and manner:

(Here is to be inſerted the manner in which the ſaid coach is to be built, with all the particulars of keeping the ſame in repair, the time of new painting, hammerclothing, &c.

‘ In conſideration whereof, the ſaid A. B. ‘ doth agree to pay, or cauſe to be paid, the ‘ ſum of annually, the firſt year's pay- ‘ ment on receipt of the carriage, the ſecond on ‘ the commencement of the ſecond year, and ſo ‘ forth, each year's hire to be paid in advance; ‘ and at the expiration of the year, the ‘ ſaid carriage, with harneſs, to be returned to ‘ the ſaid C. D. with glaſſes whole, and every ‘ part of the ſaid carriage and harneſs complete, ‘ and whole, excepting ſuch deficiency as may ‘ be expected from reaſonable wear and tear 'while in uſe: And further, the ſaid A. B. doth 'agree to pay for all repairs done to the ſaid 'carriage and harneſs, which was occaſioned by 'accident, and not by fair uſe; and alſo to al'low the ſaid C. D. to do thoſe and every other 'repair unto the ſaid carriage and harneſs, pro'viding the diſtance and time will permit, the 'ſaid carriage and harneſs to be ſent to the ſaid 'C. D. but on all and every occaſion to ſend 'advice, when time will permit, previous to 'having any repair executed.

'The ſaid carriage and harneſs, for the time 'being, to be conſidered as the ſole property of 'the ſaid A. B. and for whoſe, or family's, uſe 'only, the ſaid carriage and harneſs are to be 'furniſhed.

'In witneſs, hereof, each party hath ſépa'rately ſet their hands and ſeals, this
'   day of   17

Witneſs F. G. { A. B.
C. D.

This agreement may be drawn on two ſix-ſhilling ſtamps, by any indifferent perſon.

In the above indenture each party may bind, with themſelves, their executors, adminiſtrators, or aſſignees; but the following inſertion would be good, in caſe of death:

'That in caſe of demiſe of A. B. the executors, &c. do not, for the remaining part of 'the family, chuſe to continue the job, but return it on the coachmaker's hand, the advanced price, in proportion to the time, muſt 'be allowed, after the rate before ſtated; but in 'caſe of demiſe or failure of the coachmaker, 'and no one chuſe to continue the engagement, 'the coach, &c. may be returned, without any 'further conſideration than that at firſt entered 'upon.'

The return of the carriage cannot be demanded before the expiration of the period for which the advanced price has been paid, being, for that time, conſidered as the ſole property of the gentleman who occupies it, and by whom the duty is always paid.

SECT. 3.

THE HIRING FOR A SHORT PERIOD RATED.

IF a carriage be hired by the day, week, or month, or for leſs than a year, the jobber pays the duty. The accuſtomed price for carriages, whether of two or four wheels, is 4s. per day, except Sunday, which is 5s.; 24s. per week; and 4 guineas per month; the carriage to be returned on the ſame day of the week or month on which it was engaged, or may, in ſtrictneſs, be ſubjected to pay for another day, week, or month ſo entered on.

Phaetons, and other ſorts of open carriages, pay more, in proportion to their value, than the others, as the whole year's duty muſt be paid for them, though they can only be uſed a few months, and are, the remainder of the year, an incumbrance.

When coaches or chariots are let by the week or month, the harneſs is not uſually let with them; but to a two-wheeled or a one-horſe carriage, harneſs is included. The reaſon, if any beſides cuſtom, is, that where a pair of horſes is uſed, it is alſo expected they have been accuſtomed to a regular pair of harneſs: but one-horſe chaiſes are frequently drawn by horſes uſed for

immecarts, and other general purpoſes, the owners of which ſeldom have harneſs adapted for chaiſe-work: but if a pair of harneſs is hired with a four-wheeled carriage, a charge of 5s. per week, and 1s. per day, is uſually made, above what is here ſtated. Thoſe hired carriages are expected to be turned out, cleaned, greaſed, and fit for immediate uſe; and they ſhould be ſuch as may be depended upon for ſafety and eaſe, which is but ſeldom the caſe, as they conſiſt moſtly of old, left-off carriages, which are much decayed, and wherein there can be but little dependance. A very unfair advantage is alſo taken by ſome jobbers, who charge to the hirer for whatever is broken of the carriage while in uſe; although the damage may be occaſioned by inſufficiency, yet he charges for it as if it were by accident, though it ought to ſubject him to a proſecution for the danger the perſon who hired the carriage was expoſed to. Not that it is meant to inſinuate this as a general practice, as there are many reſpectable jobbers, whoſe character is above an artifice of this ſort; but that it is practiſed, many gentlemen, who have been in the habit of hiring carriages by the day or week, have experienced. The jobber ſhould always be made acquainted with the intended route, and the time likely to be engaged for, as by that means he has no excuſe in not giving a ſufficient carriage.

Carriages failing while on hire, if at a diſtance from the jobber, ſhould be repaired at the option of the occupier, and the bill paid for the repair ſhould be deducted from the jobber's account, on producing a certificate that the failure was not occaſioned by violence.

When a carriage is hired by a ſtranger for a ſhort time, he ſhould pay the whole or half the amount of the engagement.

CHAP. IV.

CARE AND PRESERVATION.

TO preſerve is certainly better than to mend; for, beſides the expence of repairs, it is, at the beſt, but a patch; and the injury done to the carriage, by taking to pieces and putting together, is a circumſtance which ought to command every attention againſt accident or neglect, whereby a carriage may ſoon be ſpoiled in its beauty, and injured in its ſtrength.

The credit of the builder and the beauty of the carriage are never ſo well preſerved as when the carriage is kept under the daily inſpection of its proprietor, which the want of a coach-houſe adjacent to his dwelling often prevents, and the carriage thereby materially ſuffers from neglect.

Gentlemen, who job their horſes, are moſtly furniſhed by the jobber with a coachman, and ſubmit to have their carriage ſtand in the livery-yard, where it is often ſo neglected as ſoon to become ſpoiled.

The gentleman uſually boards the ſervant, and furniſhes him with livery; and the hackneyman pays the ſalary: it is the pay and the dependance on the hackneyman that command the greateſt influence. It ſhould be recommended to gentlemen, who are thus furniſhed with horſes, to engage their own coachman, and, if any way convenient, to have their coach-houſe and ſtabling where they can readily inſpect the ſervant's conduct. The hackneyman ſhould, in this caſe, make an allowance at the rate of 10l. per annum for a coach-houſe and two-ſtall ſtable, ſo found by the gentleman.

SECT. 1.

COACHMAN'S TOOLS.

IT is very impolitic in many people not to furniſh their ſervants with proper conveniencies, for want of which they frequently incur treble the expence in one year as would ſupply, for many, all the neceſſary requiſites for the coachman's uſe, with which he might employ many of thoſe leiſure hours, while the carriage is unemployed, equally to the improvement of himſelf, and the benefit of his maſter.

The requiſites whereby a ſervant can make himſelf uſeful, ought not to be denied him. The principal of theſe are, a ſetter-prop, a hammer, a pair a pair of pinchers, an iron chiſſel, a ſcrew-wrench, two leather ſkins, two ſponges, and two glaſs-cloths; ſome old or other ſtout leather, for waſhers; ſome twopenny and fourpenny clout-nails; a bruſh for the lining; two water-bruſhes for the carriage, the one broad and the other narrow, called a ſpoke-bruſh; an oil-kettle and bruſh; a rag-mop and pail; greaſe, and lince-pins.

Theſe are the general conveniencies given; but, excepting thoſe for waſhing and cleaning, are ſeldom allowed, and the coachmaker is uſually applied to for the moſt trifling job, which the ſervant might do, if furniſhed as above. The coachmaker, and ſometimes the ſadler, furniſhes thoſe conveniencies, the prices of which generally are for

	£.	s.	d.
A ſetter-prop	0	16	0
A ſcrew-wrench, middle ſize	0	7	0
A pair of pinchers	0	2	0
A hammer	0	2	0
An iron chiſſel	0	1	0
A leather ſkin or diſhclout	0	1	6
A glaſs-cloth	0	1	0
A water bruſh	0	2	0
A ſpoke ditto	0	1	6
A lining-bruſh	0	2	6
Two-penny nails, per 100	0	0	6
Three-penny ditto	0	0	9
Four-penny ditto	0	1	0
A rag mop	0	1	0
A yard of ſtout leather for waſhers	0	2	6

SECT. 2.

ON DRIVING.

EXPERTNESS in driving is the principal qualification of a coachman; but to know how to drive, ſo as to preſerve the carriage from the injury it is likely to receive by violent jolts or twiſtings, is a merit of no leſs value. If a carriage is driven on uneven pavement, it requires ſome attention to keep it always on a level, as it may receive more injury from inattention to this caution, although of only one mile's ſpace, than it would otherwiſe do by a week's fair and moderate uſe. Beſides, the riſk of breaking the axletree or ſprings, and the probable danger thereby to be apprehended, ought to operate as an additional caution in this reſpect.

The paces ſhould be regulated according to the roughneſs of the ground, and the turnings according to the room; for, if not turned fair acroſs a channel, it twiſts the perch, or cranes, according to the deſcent, as the one wheel falls when the other, on the oppoſite angle, is on the riſe; and frequently by this the main, or perch-bolt, is broken; and, beſides the ſtrain it gives to other parts of the carriage, does it a material injury, in particular, when going faſt. The ſame frequently happens in roads where the ruts are deep, by ſhifting of ſides; the fore wheels ſhould always be ſo directed as to roll on an even ſurface, and the hind ones, of courſe, will follow the ſame tract.

SECT. 3.

ON BRACING.

NEW braces always ſtretch in proportion to the weight of the body, and to the ſubſtance and quality of the leather; they are uſually buckled at the point-holes, when firſt turned out from the builder: other holes are made for the allowance of taking up when ſtretched; which is done by putting a reſt-ſtick under the bottom of the body, on that ſide which is to be taken up firſt, ſo as to relieve the weight from the brace while ſhifting; before the main braces are taken up, the collar and check-braces muſt be let out. They ſeldom ſtretch ſo as to require taking up above two holes, unleſs it be owing to the perch ſettling, whereby the body comes ſo cloſe to the ſprings as to afford but little room for it to ſwing. When the braces, by being taken up, become ſo long at the points as to look ill, the ſuperfluous part may be cut off, or buckled down. Thoſe braces, which check or ſtay the body, ſhould not be tightened more than will prevent it ſtriking againſt the wheels or coach-box; for the more room the body has to ſwing, the eaſier is the riding to the paſſengers; the collar-braces, in particular, ſhould not be too much tightened, as the ſudden check the body of the carriage receives, renders the ſeat uncomfortable.

Shifting the braces from the bearings is eſſential to preſerve them, as that part on which the weight reſts is deprived of the moiſture, or greaſe, which preſerves the leather; the brace then becomes dry, and ſuſceptible of the wet and dirt, which there lodges, and that part is ſoon cracked and broke, while the reſt is quite good and freſh; therefore, to change the ſituation of the brace, however little, once a month, or leſs, will prevent the frequent neceſſity of lining, cutting, and ſplicing, to repair it, and which is alſo a great eye-ſore. By this care the braces will look well, and laſt a longer time than they otherwiſe would do. The ſame to be obſerved in pole-pieces, &c.

SECT. 4.

HAMMERCLOTHS.

THE hammercloths ſhould always be turned up after uſe, except when wet with rain, for, if prevented from drying, it will rot. After a duſty journey, let it be well bruſhed, for, if neglected till it gets wet, the beauty of it will be ſpoiled, by having the duſt and rain combined. The lace and fringe harbour much duſt, and therefore require to be well looked after to preſerve it clean.

The hammercloth ſhould always be ſecurely fixed to the ſeat by the loops, for, if not well confined, it will ſhift, and wear very faſt through the lining. When the ſeat gets ſo hollow that the hammercloth lies under the coachman's feet, the cradle muſt be tightened, or a piece ſloped out from the top of the front breadth of the cloth, and retrimmed as before. If at the top the cloth begins to rip from the ſeam, let it be immediately ſewed, as the great weight of the cloth and trimmings, hanging only by the ſewing, will ſoon extend much further, if neglected. The oilcloth covers ſhould be as little folded or handled as poſſible, being very careful, when mounting the coach-box, not to lay hold thereof, as the ſlighteſt touch will tear them; let them alſo be ſecurely fixed to the corners and middle of the other ſeat with rings and tapes.

SECT. 5.

LINING.

LET the carpet be often cleaned and reverſed, ſo that the wear may not always be in one place. Let the powder be well bruſhed from the cloth after uſe, and often change the cuſhions of a coach to the oppoſite ſides; if to ſtand by any time, turn them; and place a flat, broad piece of wood in the hand-holders, to preſerve their ſhape. The blinds ought always to be put up, to keep out duſt or vermin. The ſhutters of the doors, and the front lights, if made of cedar, will prevent moths harbouring; if not, a few cedar ſhavings in a bag, laid on the ſeats, will anſwer the purpoſe. If ſoiled, uſe a little pipe-clay with the bruſh till it comes out, but not ſo much as to let it come off on the clothes of the paſſengers. When the narrow lace about the lights and doors riſes, place it down with a little ſhoemaker's paſte.

SECT. 6.

DOORS.

A DIFFICULTY is often experienced in opening or ſhutting the doors; and frequent application to the coachmaker is made to eaſe them, which is done by planing away the ſides, and giving more room; but in dry weather, after ſuch eaſing, the vacancy is often ſo great as to be quite unpleaſant, frequently miſſing the ravets, and letting in both light and air, for which there is but little remedy. The ſwelling of the doors is occaſioned by a moiſt or damp air, which operates on the timber as on a barometer. As, in moiſt air it ſwells, ſo, in dry, it ſhrinks; although the timber, when uſed, may be perfectly well ſeaſoned. When this occurs, rub the ſhutting edges, or ravets, with ſoap, which moſt likely will eaſe the obſtructions; and, if not very troubleſome, bear a little with the inconvenience, rather than admit of too great a reduction of the doors, which is doing them an injury paſt remedy. In ſhutting the door, care ſhould be taken not to force it with ſudden violence, whereby the glaſs is ſometimes broken: the lock-bolt ought to be ſufficiently turned back, that it may not ſtrike againſt the pannels in ſhutting. In opening the door, it ſhould not be thrown back with violence, as the hinges may likely be ſtrained or broken. If the hinges are a little ſtiff, ſweet oil or greaſe is good. The lock ſpindle is eaſily twiſted by the handle being forcibly ſtrained, and then it lies in a direction ſo as to make it doubtful if the door be faſtened. Glaſſes and ſhutters are ſometimes obſtructed in the ſliding; to remedy which, rub the grooves on which they ſlide moderately with ſoap, ſo as not to ſoil the cloth which covers the frames: wet weather contributes much towards this; therefore, after being expoſed to the rain, let the glaſs-frames remain up to dry.

SECT. 7.

STEPS.

BE particularly careful that thoſe ſtops, or iron ſupports, againſt which the ſteps ſtrike in falling, are neither of them removed, ſo that the preſſure may not injure the mouldings, or the ſtep be ſtrained for want of an equal bearing. If moved or looſened, put in a ſtout fourpenny nail, with the point cut acroſs to prevent its ſplitting the wood; and ſcrew the nut tight, but ſo as not to confine the joint, or prevent the free action of the ſtep. If the joints are ſtiff, a drop of ſweet oil, worked in, will eaſe them. If the top joints are too looſe, ſo that the ſtep is ready to fall, on opening the door, tighten the under nuts; and if the other joints are looſe, whereby the ſtep ſhakes on the inſide, tighten the rivets, by holding the head of one hammer on the head of the rivet, and with the tail of another, ſpread the rivet on the inſide: about a dozen light blows on each will do it.

SECT. 8.

COACH-BOX-SEAT AND CRADLE.

THIS often gets looſe by the ſhaking of the carriage, and the weight of the coachman; to remedy which, let the ſeat-ſtraps be unnailed and untwiſted from the ſtandards, and then tightened as much as poſſible by the moſt forcible purchaſe; the hammer handle is a good inſtrument for that purpoſe: let it then again be twiſted round the ſtandard, and nailed as before. Thoſe cradles are the beſt which are made to buckle, ſo that, without taking off the ſeat, they may be taken up or let down at pleaſure. For the other, the ſeat muſt be removed, and the ſtraps, which ſupport the cradle at one end, unnailed from the top of the ſtandard. Thoſe ſtraps are twiſted round an iron ring in the cradle end, and round the loop end of the ſeat-iron; and likewiſe twiſted round the ſeat-iron itſelf, ſo as to bring the ends of the ſtrap back to the top of the ſtandard, where it is nailed, and is, by this means, let down or taken up at pleaſure.

SECT. 9.

SCREWING THE BOLTS.

THE ſhaking of the carriage frequently looſens the bolts and nuts; and, if not attended to in time, the timber, or iron-work, thereby confined, ſuffers a material injury; and, though a ſimple matter to ſecure, the coachmaker is often ſent for to do what the coachman himſelf might eaſily do. The ſcrew-wrench is here particularly uſeful, as it can be adapted to all the ſizes of the nuts. A carriage in conſtant work ſhould have the bolts or nuts tried once a fortnight; but, in ſcrewing them tight, no violence ſhould be uſed, whereby the threads of the nut may be ſtrained, or the bolts broken. Be particularly careful not to injure the paint with the wrench:

thoſe nuts which are in ſight ought not to be touched, unleſs looſe, on that account.

SECT. 10.

WHEELS.

WHEELS ſuffer much by hard driving on rough ground. It reſts with the proprietor to guard againſt this, whoſe option alone can dictate. The common principle of wheel-boxes ſhould, while in regular uſe, contain the greaſe one week, unleſs travelling hard, or going poſt, then twice or thrice a week is needful. By letting the wheels have much room on the axletree, the carriage is made to run lighter, as it takes away the friction on the ſurface of the back and front ſhoulders, but prevents the greaſe from being ſo long retained, and gives more play, whereby the boxes are ſooner worn out. When both (or either) of the extremities of the wheel-nave are worn by friction, a leather-waſher, or two, according to the neceſſity, cut ſo as to fit exactly to the axletree, muſt be applied, and ſhould be placed at the fore, or lince, end, and tightened by the nut againſt the wheel, as forcing it back towards the ſhoulder helps to fit the box tighter to the arms. When it gets too roomy, it muſt be taken out, and fitted by the coachmaker. The nuts, when looſe on the ſcrew, make an unpleaſant rattling; to remedy which, wind a little tow round the ſcrew, which will prevent noiſe, till the nut can be altered.

SECT. 11.

WHEEL-IRONS.

THOSE things are never tight longer than the ſplinter-bar is on the ſtrain; and, when looſe, will make an unpleaſant, rattling noiſe; to remedy which, the hooks muſt be turned further down, which ſhortens the irons, and ſtrains the ſplinter-bar ſo as to keep them tight; but, as the ſplinter-bar, in a little time, ſettles to the ſtrain, the irons ſhould be but as ſeldom and as little ſhortened as poſſible; for, by too frequently ſhortening the wheel-irons, they contract the ſplinter-bar ſo far round as to touch the wheel, which is injurious and unſightly. To prevent ſhortening, let the neck of the hook be lined with hard leather, and place alſo a piece of leather in the eye of the ſplinter bar ſocket. If the eye of the wheel-iron, which is placed on the axletree, is got too large, let it be refitted, or place a waſher ſo cut as to fill the internal part, and ſupply the defect. A piece of lay-cord wrapped round the ring of the eye will anſwer the purpoſe.

SECT. 12.

POLES.

WHEN the pole has too much room in the futchel-chaps, whereby it ſhakes about, two thin pieces of leather ſhould be nailed to the ſides, before and behind. If it requires to be raiſed, a piece ſhould be nailed on at the bottom in front, and at the top behind. If the gib has too much room, a piece of leather, nailed on its bottom, or on the top of each futchel, helps to tighten and fit it to the ſtaple. A piece of leather, like a waſher, or ring, placed between the pole-pin head and timber, will much preſerve the futchel at the pole, as the working of the pin deſtroys the timber. The pin ſhould always be moderately tight in the hole; when looſe, ſupply the room with a piece of leather: and it ſhould be drove out with another pin of a ſmaller ſize, as the hammering againſt the timber bruiſes it much, and often occaſions the neceſſity of a new futchel. To prevent the horſes gnawing the pole, let it be caſed with tin.

SECT. 13.

RATTLING.

RATTLING is very unpleaſant, and is a ſure ſign of ſomething being looſe about the carriage, which requires to be tightened, or lined with leather. Where iron works upon iron, if a thin piece of leather can be introduced between them, the rattling will be ſtopped. The ſqueaking of any part is to be remedied by a little greaſe or oil: it frequently happens in the bolts of the ſprings, or the ſhackles, where the wet has got in, and ruſted; but it generally proceeds from ſome looſe bolt or nut.

SECT. 14.

CLEANING.

A CARRIAGE ought always to be cleaned, if poſſible, immediately after uſe, before the dirt dries on it; but when that cannot be effected, and the dirt is ſtiff, ſluice it well, and give the water time to looſen it, as, by rubbing it, when dry, the ſand and gravel in the dirt will ſcratch the paint, and particularly injure the varniſh on the pannels. In placing the ſetter, to clean and raiſe the wheels, care ſhould be taken that it does not preſs on, or rub againſt, any part; but that the bearing may reſt on the pin only, as frequently the timbers are much bruiſed by this inattention. Soſt water is preferable, if to be obtained: ſea water is a great hurt to the paint, as the ſalt penetrates through the colour; which on the iron-work it totally deſtroys the paint, and leaves the iron bare and ruſty. The iron-work ſhould always be wiped perfectly dry, particularly the ſprings, as the wet, or damp, gets between the plates, which occaſions them to ruſt, and to bliſter out at the edges. A carriage cannot have too much care taken in the cleaning, as by that it is much preſerved.

SECT. 15.

TO PRESERVE WHILE STANDING BY.

A COVER is here very needful, as it keeps the pannels and braces from moulding by the damp. The hammercloth ſhould be taken off, and put in the body. Once every month the carriage ſhould be taken out; the leather braces wiped over with a greaſy rag; the pannels and japan wiped over with a ſoft, woollen cloth, damped with a little ſweet oil, and dried off with another ſoft cloth, ſprinkled with a little flour; the doors ſhould be opened to let out the muſty or foul air; the timber wetted by ſluicing a quantity of water over it, particularly the wheels; and if dry weather, and the carriage is likely to ſtand long, a hay-band ſhould be wrapped round the ſpokes at the bottom againſt the nave, and wetted thoroughly; to prevent it from ſhrinking, change the bearing of the wheels oppoſite, when put in again.

SECT. 16.

TO PRESERVE THE PAINT OR VARNISH.

TO preſerve the original luſtre of varniſh, is to maintain the beauty of carriages, which may, in a great meaſure, be effected by a little attention and care. The paint being coated with varniſh, is preſerved thereby. The principal objects are the varniſhed pannels and the japanning. The wheel, or carriage part, is only once varniſhed, to aſſiſt the gloſs on the firſt painting; and being ſo ſubject to rub in wearing, it cannot be ſuppoſed to maintain its original beauty long, though much may be done by keeping it free from dirt or greaſe of any kind, and not to rub it, in cleaning, with any thing coarſe, but to uſe ſoap with warm water, if much tarniſhed by ſtanding long, and to put it always by in a dry ſtate, in particular the iron-work.

SECT. 17.

COMMON VARNISHED PANNELS.

THE luſtre of theſe is not ſo high, nor the ſurface ſo ſmooth as on the poliſhed pannels; but, by attention, will likely wear better and longer, as the quantity is not ſo great, which is the principal cauſe of its failure. The japan and varniſh are much of a quality, and the treatment ſhould be the ſame. A carriage, when firſt painted, ſhould have every poſſible care to preſerve it from ſpotting with dirt, in particular with chalk or clay ſoil, as the body of colour and varniſh takes a conſiderable time to harden ſufficiently to reſiſt the penetrating damp of the dirt or clay, which, if allowed to dry, or remain any time on, leaves a ſtain which ſometimes cannot be effaced but by time and air; in ſome colours, particularly verdigriſe greens, thoſe ſpots cannot be effaced, or at leaſt for a conſiderable time. Therefore, ſo ſoon as a carriage, newly painted, comes in from work, and is any way ſpotted, ſluice the dirt from the pannels, and with a wet leather-ſkin, or ſponge, rub them well all over. Stains will alſo appear where the rain has run for any length of time: for this obſerve the ſame rule; but if it ſhould not be effaced by theſe means, let it remain a day or two, and then rub the pannels all over with a ſoft baize and a little ſweet oil, ſo as juſt to damp them; then rub the ſtained places with a little more ſtrength than the other parts of the pannels; dry off the damp of the oil with another piece of baize; then, with a third piece, and a little flour, wipe or rub the pannels very dry; and, if the ſtain has not then diſappeared, rub it hard with the palm of a dry, ſoft hand, drawing it ſmartly down, which is only known to be ſufficiently done when it creates a ſqueaking ſound by the rubbing. This will probably clear the ſtains; if not, leave it ſome time longer, and again uſe the ſame experiment: if then it cannot be cleared, the colour, or paint, beneath the varniſh, is ſure to be injured, and nothing but time will effect a change. Rubbing thoſe common varniſhed bodies rather ſtrong with a ſoft ſkin, and drying them well with another, helps to increaſe the luſtre of the varniſh; and a common varniſhed body, well kept, and often cleaned, frequently improves in its luſtre.

SECT. 18.

HIGH VARNISHED, OR POLISHED PANNELS.

THE clear brightneſs of this poliſhed ſurface ſhews every little blemiſh to a diſadvantage; and, though likely to be ſtained from the ſame cauſes as the other, yet the colour is not ſo apt to be affected, as it is much thicker coated with varniſh, and the reſiſtance ſtronger, but, for which, uſe the ſame experiment as before noticed. Theſe bodies, in cleaning, are to be dealt with lightly. Be very careful not to rub them with any thing hard; ſponge the dirt well off, and wipe them very dry with a ſoft baize. While the pannels are wet, they muſt not be expoſed to the ſun, which indeed, at all times, ought to be avoided as much as poſſible, as nothing affects the varniſh more. When the pannels are warm with the ſun, do not immediately waſh them, but let the carriage remain in a ſhade till they are cool: if duſty with the road duſt, let it be bruſhed off, as wiping it with a cloth may ſcratch or rub the varniſh.

SECT. 19.

TO RESTORE THE LUSTRE OF VARNISH.

THE cauſe of varniſh looking dull, ſtriking in, or cracking, as often ariſes from the badneſs of its own quality, as from any improper treatment in the cleaning, or effect of the weather; the high varniſh, in particular, on account of the extra quantity, which, if not good, produces a change much ſooner than the common varniſh, the latter being much thinner. When the varniſh appears to crack, it can only be remedied by the painter, who ſhould be immediately applied to; but if the varniſh ſtrikes in, and looks dull, as is often the caſe from the weather, uſe the following means: Get a quarter of a pound of rotten ſtone, or Tripoly powder, from a colour-ſhop, which muſt be ground with water, and uſed of the conſiſtency of paſte in the following manner: double a piece of woollen cloth, and, with the flat part, rub each pannel, with a gentle force, for about a quarter of an hour, taking care to rub it equally all over; waſh off the ſubſtance, and, with the hand free of corns, and damped with a ſoft leather, which is held in the other, rub it ſmartly downwards, till, by the friction, it makes a ſhrieking noiſe, as before noticed,

noticed. If this does not ſufficiently poliſh, which ſeldom fails, the rubbing with rotten-ſtone and the hand ſhould be again repeated. Much depends upon the hand rubbing clean off the pannels and mouldings, as before directed, with ſoft baize, oil, and flour. If well managed, the body will look nearly as well as if new painted, particularly with common varniſhed bodies, they having never gone through the proceſs before.

Thus, with one or two days trouble, and for about one ſhilling, the expence of new painting may ſometimes be ſaved.

Poliſhed bodies ſhew the leaſt blemiſh; but, if not ſcratched, may eaſily be cleared off, by a little rotten-ſtone, and rubbing that part only, as before mentioned: but if, by rubbing, it looks brighter than the reſt, do it all over. A ſcratched pannel, where the injury has not penetrated to the colour, may be poliſhed out, rubbing it firſt with a little fine-powdered pumice-ſtone, with a cloth and water, the ſame as with rotten-ſtone; but care muſt be taken not to rub it hard or long, as it is a ſharp and penetrating powder, and ought only to be uſed when the other is not effectual, and with a careful hand.

A little colour, the ſame as that with which the carriage is painted, ſhould always be kept in reſerve, as the change, by time, occaſions a difficulty in matching it. This would be convenient, alſo, in touching the blemiſhed places, particularly the mouldings, or *carriage* part, &c. About as much as will fill a ſmall gallipot of each colour will be ſufficient; which, to preſerve good and moiſt, muſt be kept in a pan of water, taking care that it never be ſuffered to dry. The bruſh or pencils muſt alſo be kept in the water. A little varniſh, alſo, in a clean phial, kept cloſely corked, may ſometimes be found convenient. The whole amount of the expence cannot exceed three or four ſhillings.

CHAP. V.

PURCHASING OF SECOND-HAND CARRIAGES.

THOSE who are inclined to purchaſe ſecond-hand carriages, ought to be very cautious in their dealing, as the impoſitions practiſed in this buſineſs are not inferior to thoſe uſed by horſe-dealers.

The great demand, within theſe twenty years, for ſecond-hand carriages, for foreign and home uſe, has induced many unſkilful perſons to commence dealers, who call themſelves *Brokers*, and pretend to buy for the purpoſe of breaking up, and diſpoſing of the old materials, but who, in general, inſtead of breaking, vamp up, and re-ſell ſuch carriages at an exorbitant price, impoſing thereby both on the public and the trade. The profit which thoſe dealers realize on an old carriage of 50 or 60l. price, is commonly greater than the builder's originally was, when new, and often exceeds the half of what it is ſold for; yet many people imagine, if the price is about one-half the original value, the purchaſe is reaſonable, when, in fact, it is not worth one quarter, or even an eighth.

The means whereby thoſe people are enabled to ſell their carriages, is by giving to them a good appearance, and imitating, as much as poſſible, the faſhion. This they do by ornamenting them, in particular with plated work, new painting, putting in a new lining, with ſome ſhowey lace, new wheels, or ringing them with new iron, to give them the appearance of new, adding new lamps, &c. All the materials uſed for this purpoſe are of the cheapeſt ſort, manufactured on purpoſe; but which, to a perſon unacquainted, look, for the moment, as well as the beſt. The expence, in fitting up, is chiefly beſtowed in ornament, without, in the leaſt, attending to the ſubſtance of the carriage, which is ſeldom worth one-half, for uſe, of what is thus beſtowed upon it in ornament.

SECT. 1.

REPOSITORIES.

BROKERS, or dealers, find a great convenience in Repoſitories, now eſtabliſhed in numbers; as they can there vend their carriages, without being queſtioned as to their quality, which might otherwiſe detect the impoſition; others, who are of the trade, ſometimes make a convenience of a Repoſitory, for the ſame reaſon as the brokers; as they may there vend what, in their own ſhops, they would be aſhamed of. From the apparent advantage of purchaſing from thoſe Repoſitories, people are induced to buy from them, in preference to dealing with a private trader: but every perſon attending thoſe places ought to act with double caution, as the principal ſtock belongs to the brokers, or dealers in ſecond-hand carriages, who take care to furniſh thoſe places with a variety of all ſorts. It is therefore the intereſt of the Repoſitory-keepers to recommend the carriages of brokers, in preference to thoſe belonging to ſtrangers, which not only ſerves the brokers, but themſelves; for, from frequent ſelling, and being again immediately ſupplied by the ſame parties, nothing is loſt by the rent for ſtanding, and much gained by commiſſion; while a ſtranger who has but one carriage to ſell, the longer it remains unſold, and at rent, the better; when, at laſt, the proprietor, wearied with waiting, and having the expence increaſed, and the carriage prejudiced by long ſtanding, is induced to accept the broker's price, who moſtly becomes the purchaſer.

Another great diſadvantage attending thoſe places is, that as a communication is ſeldom admitted between the buyer and the ſeller, they are both liable to be impoſed upon, by exacting of the buyer more, and paying to the ſeller leſs than the carriage was ſold for; ſo that a conſiderably greater profit than that ariſing from the commiſſion and ſtanding, may be derived by the Repoſitory-keeper, without adding any thing to the value of the carriage thus ſold.

As there are ſuch riſks, it is to be recommended that no perſon will purchaſe from thoſe places, but under the direction of ſome ſufficient tradeſman, who may be competent to judge of the real value of carriages in every ſtate; for, although a carriage may look fair, by being diſguiſed with paint and putty, which is artfully laid on, yet the carriage may be nearly rotten, and ought rather to be broken up than made uſe of.

SECT. 2.

DIRECTIONS FOR PURCHASING CARRIAGES.

THE moſt obvious way to prevent being impoſed upon, in the purchaſe of ſecond-hand carriages, is to expoſe ſome of the moſt general artifices made uſe of by the ſellers; and, by attending to the few inſtructions here given, a perſon may purchaſe with tolerable ſecurity. It is uſual, in order to promote the ſale of a carriage, to pretend it belonged to ſome perſon of credit, who has parted with it only becauſe one of another kind was more convenient; or that the parties are dead, gone abroad, &c. It may alſo be noticed, that on the pannels are uſually ſome fictitious arms, creſts, or coronets, and the name of a perſon, of whom they have once bought or exchanged a carriage, is made uſe of to ſell twenty by. They always pretend the carriage to have been but lately built, having then only its firſt or ſecond wheels on; but, as a carriage bears no mark, like a horſe, whereby its age may be known to any certainty, yet, by minute inſpection, it may be nearly aſcertained, if the perſon has any experience, and who always ſhould make the following obſervations:

SECT. 3.

OBSERVATIONS.

FIRST, obſerve the ſhape of the body, keeping in mind the time when ſuch a pattern was in vogue, and compare it with the preſent; and then examine the materials, in particular the timbers of the carriage, for, although well puttied, yet, in ſome particular parts, its infirmity may be very viſible: if old, the futchels in the chaps, at the pole-bolt hole, and at the top where the gib is placed, are rough, and patched with leather; the pole, if the original one, on the ſides and top which go into the futchels, is likewiſe worn and patched, and near the top, unleſs hid with a tin covering, ſee if it is reduced by the horſes gnawing it; look alſo to the tranſom-plates, if they are flat, thick, and clean, and that, by puſhing againſt the coach-box or ſprings, the upper carriage does not rock on them; ſee that the fore axletree-bed, and tranſom at the middle, where the perch-bolt is placed, are ſound, and that about the perch-bolt hole there is not much patching with leather; that the ends of the tranſom, where the ſprings and coach-box are placed, look clean and ſound: the ſplinter-bar, if much worn, has the moulding towards the ends nearly effaced; the ſway-bar, and that part of the bottom plate of the perch againſt which it wears, after much uſe, is gulled, and the defect is made up with leather patched on it; the ends of the hind tranſom, in particular where the ſetter is placed, if old, are much gulled. Look on thoſe parts of the hind axletree-bed where the ſpring-ſtays reſt, which, if much indented, is old: the hind footboard in the middle, and the fore footboard-ledge, being worn hollow, are always proofs of the carriage having been much uſed.

As to the body part, examine principally the bottom ſides, at the ends where the loops are placed, and in the corners of the rabbits, under the door bottoms, where the ſtanding pillars are framed, if very old, they will be rotten and appear rough. The mortices of the door-locks, if gulled, and the bolts of the locks, if looſe on the ſpindles, are proofs of their being old; and ſo it is, if the leather, which covers the roof of the quarters and boot, appears to have been much mended at the welts, or if it has drawn from the ſewings or nailing: the braces ſhould be ſupple and clean, free from patches, or cracks at the bearings; the ſteps, if ricketty at the joints, and, when down, if the treads drop under, and the leather with which they are trimmed is dingy, and torn at the joint-knuckles, ſhew them to have been much uſed: the leather alſo which covers the bottom ſides, at the entrance of the doors, if old, is rough, and has the grain worn or torn on the outſide; the mahogany ſhutters, or Venetian-blind frames, when old, have their colour diſcharged by the weather, and look of a dingy brown, the glaſs-frames in particular; the front ones are, when old, looſe at the corners, the ſides of the grooves looſened, and held together only by the cloth which covers them.

Nothing is a better proof than the mouldings of the framings, and the ſcroll ends, or finiſhes of the timber, for if much filled with paint, or defaced, is a certain proof of the carriage having been often painted, and, of courſe, old; the paint will, with a ſlight knock, if not newly done, fly off in ſcales, particularly from the iron-work. Examine well thoſe places in the body round the edges, if the framing, where the wet has been likely to lodge, has not been rotten, and that the ſurface is not made up with putty, or been caſed on the outſide with new pieces of wood moulding, which may be ſeen, if looked cloſely into. In examining the cloth of the lining, obſerve the ſides and back, againſt which the ſhoulders rub, that the cloth is not thread-bare, and that it is free from moth-holes in every part. Of the lace trimmings, notice the glaſs-ſtrings, the hand-holders, and paſting lace, particularly the ſmall lace which is round the lights or windows.

If the carriage has a coach-box, examine the condition of the ſeat under the hammercloth, alſo the hammercloth at the ends and corners on the inſide, and, if it has been much uſed, it will be ragged and worn through in many places.

In examining the wheels, look only to the outſide edge of the iron which rims them, for their ſtrength; look alſo to the ſpokes at the nave, that they are not ſtarted, and that the wheels are firm on the axletrees: theſe are the general rules to be obſerved when examining a ſecond-hand carriage, without having the opinion of a perſon who is experienced, unleſs the perſon of whom the carriage is bought can be depended on for fair dealing, which is hardly to be expected from thoſe peddling dealers, of whom it is recommended, as a caution, never to buy, without advice from ſome ſkilful perſon, capable of knowing or detecting thoſe impoſitions ſo frequently practiſed on the unwary.

SECT. 4.

ON PURCHASING SECOND-HAND HARNESS.

IN buying old harneſs, ſome caution is alſo neceſſary, though the impoſition therein is not likely to be ſo great as on a carriage, yet little good may be expected therefrom; there are many harneſſes made up anew for ſale by thoſe brokers and dealers, but be cautious to buy of them, as they are compoſed of the moſt inferior materials to ſell cheap, which many are induced to believe are bargains, knowing that they have paid a much greater price, without ſuppoſing them to be ſo materially different in their quality: a good, ſound ſecond-hand harneſs is much to be preferred to them, in chuſing of which, obſerve the condition of the leather, which if mellow, ſoft, and pliable, is good; but if dry, ſtiff, and harſh, is old. See alſo if the grain is cracked, or if the ſewings are gummed up with greaſe; and that the vained marks on the edges are not effaced; and that all the leathers at the buckling and looped parts are whole and perfect; the trace ends, the collars, the cruppers, the belly-bands, and billets, ſhow beſt at the buckling parts how much the harneſs has been uſed.

The furniture, except the ornaments, uſually remains longer perfect, on account of the manner of plating them, than the leather does; but look to the corners of the buckles, and rings of the territs, through which the reins paſs, and to the ornaments; likewiſe the inſide winker-pieces, and the head chains; theſe are the likelieſt parts to look to for a proof of the furniture: but the leather is the beſt guide, for if the pipes and ley of the collars, the traces at the points, and the breeching at the ſtraps, are perfect, the harneſs is likely to be a good one, though it ſeldom proves, after the expence for alterations and changing the ornaments, which neceſſarily muſt be done before it can be uſed, to be much cheaper than a new one.

CHAP. VI.

THE DUTIES ON CARRIAGES.

CARRIAGES, regarding them as luxuries, are proper objects of taxation; in particular, as the proprietors thereof are perſons ſuppoſed better able than others to contribute an extraordinary ſhare to the ſupport of the ſtate. Yet many, however affluent in circumſtances, are unwilling to ſubject themſelves to the extraordinary duties, which are ſo contrived, as to increaſe very conſiderably upon every additional carriage that is kept; and, to ſave ſo great an increaſe of expence, keep only one or two carriages, who would otherwiſe keep three or four, were the duties made to leſſen in the ſame proportion in the number as they are made to advance, many more carriages would be kept than are. An addition would thereby be made to the revenue, and the trade of coach-making would be materially benefited. Gentlemen would likewiſe have much themſelves from keeping more carriages, merely to ſave the great increaſe of annual expence in the duties. The following is an abſtract of the ſeveral acts of parliament on the duties to this date, ſhewing what the increaſe of duty upon every carriage is, including the new additional ten per cent.

FOUR-WHEELED CARRIAGES.

EVERY perſon who keeps a carriage with four wheels, by whatſoever name it is called, pays for the firſt 8l. 16s. for the ſecond 9l. 18s. and if three or more are kept, pays for each, after the firſt, 11l. which makes after the rate of 8l. 16s. for the firſt, 9l. 18s. for the ſecond, and 12l. for the third, as the advance of 11l. is on the ſecond if a third is kept; which is the reaſon many keep only two carriages that would otherwiſe keep three.

TWO-WHEELED CARRIAGES.

TWO or three-wheeled carriages, of every deſcription, however many are kept, are exempt from any advance in the duty, and pay only 3l. 17s. a year for each, of whatever denomination, drawn by one or more horſes.

TAXED CARTS.

BY a late act of parliament, the 35th of Geo. III. every carriage with leſs than four wheels, drawn by one horſe and no more, to be uſed in the affairs of huſbandry, or for the purpoſe of carrying goods in the way of trade, but which ſhall be occaſionally uſed for the conveyance of perſons, pays only the yearly tax of 12s. providing it is built as under deſcribed, and does not exceed the value of 12l. including any ſubſequent alterations.

To be built only of wood and iron, without any lining whatever *. To have no other ſort of covering than a tilt, and to have no ſprings.

This carriage is to be diſtinguiſhed from others by having the owner's chriſtian and ſurname, and place of abode, with the words, " A Taxed Cart " painted, in black and white colours, on the back, or ſome other conſpicuous place, in Roman letters, of one inch in length, and breadth in proportion. But no carriage, however built, ſhall come within the meaning of this act, where the

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* A portable ſpring cuſhion is a convenience which no perſon need deny themſelves the uſe of with this ſort of carriage, it being intended as well for others, as it cannot be conſidered as belonging only thereto.

firſt, or after alterations make the value exceed 12l. the proof of which ſhall lie on the owner; and if it ſhall be built in any reſpect contrary to the proviſions of this act, or ſhall not be ſo marked as aforeſaid; or if ſuch perſons ſhall refuſe or neglect, upon demand, to produce the ſame for examination, as aforeſaid, he ſhall be liable to the duty of 3l. 17s. as on other two-wheeled carriages.

NEW CARRIAGE DUTY.

BESIDES the before-mentioned annual duties, there is alſo another, called the New Duty, charged on, and paid by, the coachmaker to the Exciſe, but is ſurcharged by the coachmaker on the proprietor of the carriage; this is, for every four-wheeled carriage, twenty ſhillings; and for every two-wheeled carriage, ten ſhillings—the common taxed cart excepted.

HOW THE DUTIES ARE ASSESSED.

THE duties on carriages are collected by the ſame officers as are appointed to collect the houſe and window tax, and are under the ſame aſſeſſor, ſurveyor, and commiſſioner, to whom all reference and appeals are to be made.

The aſſeſſors are, within fourteen days after their appointment, to give or leave, at the dwelling-houſe of every perſon, within his limits, keeping any carriage liable to the ſaid duties, notice in writing, requiring them to produce, within fourteen days next enſuing, liſts, in writing, of the greateſt number of carriages kept and uſed by him, and alſo the greateſt number kept and uſed by a lodger, or inmate, in the courſe of the year, ending on the 5th of April preceding ſuch notice; and to expreſs the denomination of each carriage, and its number of wheels, diſtinguiſhing, alſo, which are kept for private uſe, which to be let out for hire, and which are uſed as public ſtage-coaches. And if any carriages are kept in more diſtricts than one, it ſhall be ſpecified, in a liſt or declaration, the particular pariſh wherein that carriage is meant to be paid for; and if any perſons are aſſeſſed in one diſtrict, and ſhall again be aſſeſſed in another, the commiſſioners within ſuch latter diſtrict, on application for that purpoſe, are required to alter ſuch aſſeſſment, on proof being given that ſuch perſons have paid the duty in another place.

THE PENALTIES.

ANY perſon who ſhall neglect or refuſe to return the liſts when called for, within fourteen days after notice left, ſhall forfeit 10l. and the aſſeſſor ſhall, on the beſt information he can obtain, make an aſſeſſment upon ſuch perſon keeping ſuch carriages as are liable to the ſaid duties; and ſuch aſſeſſment ſhall be final and concluſive on the perſons thereby charged, who ſhall not be at liberty to appeal therefrom, unleſs ſuch perſon ſhall prove he was not at his dwelling-houſe at the time of delivery, nor between that day and the time limited for delivering ſuch liſt to the aſſeſſors, or ſhall allege ſuch other excuſe as the commiſſioners ſhall be ſatisfied with.

If any perſon omit to return in the liſt an entry of any carriage, they ſhall be ſurcharged for the ſame double the duty ſo omitted, one-half whereof to go to ſuch perſon making the ſurcharge.

The inhabitant houſeholder of any houſe where there are any lodgers or inmates, ſhall, within a week after required, by notice, in writing, left at his houſe, by any aſſeſſor or ſurveyor, deliver to, or leave for, ſuch aſſeſſor, a liſt, in writing, of every lodger or inmate who ſhall keep any carriage, to the beſt of his knowledge; and if he ſhall refuſe to deliver ſuch liſt, wilfully omit, or miſrepreſent,

repreſent, any deſcription which ought to be contained therein, he ſhall forfeit 20l.

Families wiſhing to keep two, three, or more, carriages, may ſave the increaſed duty by allowing their relatives to enter them ſeparately as lodgers or inmates.

FINIS.

THE

APPENDIX

TO THE

TREATISE ON CARRIAGES.

SHEWING

WHAT ALTERATIONS HAS TAKEN PLACE, BOTH IN FASHION AND PRICE, SINCE THE ORIGINAL WAS PUBLISHED.

WITH

The Advance which has necessarily taken place in each Article of which a Carriage is composed;

AS ALSO

THE ADVANCE ON HIRE AND REPAIRS.

The most fashionable Carriages now in use are also represented in

FOUR ADDITIONAL PLATES,

Their Conveniences and superior Advantages described.

By WILLIAM FELTON,
Coach-maker,
No. 36, *Leather-Lane, Holborn.*

LONDON:
PRINTED FOR THE AUTHOR,
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1801.

ADVERTISEMENT.

THE necessity of revising this work by an Appendix is obvious, from the change in the fashion, and the various improvements that are constantly making on carriages; and, more particularly, on account of the necessity of shewing the alterations in the prices which has taken place, owing to the rise upon most of the materials of which a carriage is composed.

By this and continued Appendixes, both the public and trade will have a constant guide to go by, the prices being fairly corrected, the change of fashion and improvements all minutely described.

Although some of the trade affect to disapprove the Work, and refuse to abide by the charges, yet others, as well as the public in general, reward it with flattering encouragement, regarding it of equal utility with the Builder's Price-Book; whereby those building, repairing, or hiring carriages, instead of houses, can as readily know their expences without experiencing *that surprize so constantly attending coach-makers' bills; and the coach-maker, by referring to the published prices, satisfy his employer better than by law, of the propriety of his charge.*

To preserve this work regular, it will be necessary to add a new Appendix every three or four years, which will about keep pace with the changes that will happen, and at the same time convey every useful information that can be required on the subject.

By the Public's most obedient,

Humble Servant,

WILLIAM FELTON.

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INTRODUCTION.

OBSERVATIONS ON THE CHANGE OF FASHION IN CARRIAGES.

THE changes which have, within these few years, taken place in the fashion and prices of carriages, make it necessary, by way of appendix, to add a few observations thereon. The reduction of the assessed taxes has given new life to the branch of coach-making, which, till lately, was so reduced as scarcely to deserve the name of a trade; and, had the tax continued in the partial way it was imposed, the use of carriages would have been soon discontinued by most gentlemen in England. Indeed, so great was the pressure on the trade, that more than half the members belonging to the different branches thereof, felt a necessity of retiring to some other calling, or entering into the King's service, as soldiers or sailors; and from which cause is to be attributed the present scarcity of hands. But now as the trade is reviving, the people are busily employed either in constructing new patterns of carriages, or resorting to the old patterns for a change. The present patterns are similar to those built about thirty years ago, but with some few improvements; which takes from them their antiquity, and give the whole a novel appearance.

Gentlemen themselves contribute much to the change of fashion, by the different things they introduce, either for convenience or fancy; and as fancy, more than design, is regarded by most gentlemen who keep carriages, it is not uncommon to see the lines distorted with ugly protuberances, which has been made for some convenience or other, and have become general, owing to being introduced by some person of rank and fashion; and as fashion is the life of the coach-making trade, its being carried to the extreme, has all the advantage of giving livelihood to its members, while it contributes to the elegance and ease of those in high life; and in no one instance, since carriages have been in use, has the fashions changed so much as in the present, from extreme high to very low; and with such variations in the form, that no alterations can take place, but at a considerable expence.

The great rise also in the price of every article used for carriages, make it necessary to introduce this, by way of appendix, to shew what proportion of advance must be added to the former statement, so as to render this work a regular standard to charge from. And although many of the trade, through jealousy, or design to impose, may deny the charges to be fair, even with the foregoing additions, yet the author pledges himself to the public, to prove their general accuracy. A few errors in the tables, through mistakes of the printer, have been taken advantage of by the discontented, to reprobate the whole for; but those errors are of so trifling a consequence as not to deserve notice, but in the erratum. The great sale of the work, and its public commendations, sufficiently prove its utility, both for checking impositions and recommending the best and most œconomical plan to be pursued, either for building, repairing, hiring, and even for preserving carriages and harness; at the same time it admits a handsome profit to the tradesman, who is satisfied with less than double centage.

The principal articles which have risen are the wheels, leather, and iron-work, cloth, lace, timber, and, indeed, every article has risen in some degree; but, the most material rise is in the price of labour, by the different manufactories of the several branches of trades which are employed in the business; and which rise scarcely keeps pace with the excessive dearness of every necessary article of life. So that with the rise of materials and labour, a material increase in price has taken place in all the matters relating to carriages and harness.

* * *

CHAP.

APPENDIX.

CHAP. I.

THE FASHION OF CARRIAGES.

SECT. I.

COACHES AND CHARRIOTS.

THOSE bodies so materially altered in shape, are similar to those built thirty years ago, they are somewhat less than formerly; and instead of being larger at the top than in the middle, are less. They are made very round on the sides, being very full in the middle and contracted on the top, the bottom, and ends; and have besides outside or projecting elbows, that extend from the surface of the lower pannel two or three inches; the lower pannels are very shallow; the upper ones, of course, are deep; the middle rails are very broad, and much curved or sweeped.

The outside sweeped elbow gives room inside the body; is convenient for to rest the elbows on, and admits the seat and bottom to be made narrow; so that the body may hang with more freedom between the wheels, while the elbow-recesses gives as much room inside as if the seat was longer. The body hangs very low, and small double steps are mostly used.

The curved lines have a more agreable appearance with the shape of the body. Plated ornaments are not so much used as formerly, but most bodies has some, such as sham joints and crest head-plates; the small quill bead is still in use for the framings. The insides are very richly trimmed, mostly with Morocco or silk squabbs, and have generally Venetian blinds, and spring silk curtains. The blinds are mostly painted the colour of the body.

The carriages are made with very crooked perches, or are swan-necked, which is half perch and half cranes; the wheels are very low, and seldom have any raised fore ends, and but very small raised hind ends. Hind standards and Salisbury boots are very general; the C springs are also much used, but are objectionable on account of their great weight; the whip springs answer best, being lighter and less expensive. When the C spring is used, the body hangs on a single brace, which is fixed by a jack, at the bottom of the spring, and is placed round the spring and under the body, with the whip spring a double brace from the shackle is used, with a spiral spring between. Rich trimmed hammer-cloths for town, and dilly boxes for the country, are much used.

The crooked perch is to admit the body to hang low; and having the hind and fore ends so little raised, is to prevent the footman and boot or budget, from being too high for the hanging of the body.

SECT. 2.

PHAETONS, CURRICLES, GIGS, AND WHISKEYS.

Phaetons are, at present, almost out of use, being superseded by the curricle; what few are made are also low; the patterns vary little from those formerly represented.

The curricle is still a very prevailing sort of carriage, and vary frequently in their patterns; the whole pannel bodies, made round on the sides, with the shafts of the carriage much compassed, is the most general in use.

The gig is mostly of a different shape; being of the step piece, or half body pattern, with round backs, and which are mostly railed, with an additional or half back, raised above the other; the carriages are made low, with crooked shafts. These bodies are hung in various fanciful ways; sometimes with C springs and jack braces, and sometimes with the springs transversely placed, and fixed to the bottom of the body. Rumblers, or luggage-boots, fixed behind, are convenient and fashionable. Indeed, fancy is the only matter regarded in the construction of all two-wheel carriages, few being built to correspond with each other, and the more novelty in the construction, the more genteel.

The whiskeys are made similar to the gigs, only that the springs are invariably placed along the bottom of the shafts, on which is fixed the body. The bodies are round backed, and mostly railed, with a top back as the others.

Round heads are still very fashionable, as are likewise dashing leathers. Plating to those carriages is not much used.

The painting of carriages is mostly yellow, with black mouldings, picked out very broad; the pannels high varnished.

SECTION III.

German Waggons, and Jaunting Carrs.

Besides the change which has taken place in the fashion of the common sort of carriages, there has been introduced some of a foreign description, called German Waggons, and Jaunting Carrs;—the latter seems likely to become the most prevalent in use; and though neither has yet become general, yet they deserve to be noticed for the conveniencies they possess, as well as being likely soon to be fashionable, from being introduced by persons of the highest character.

The German Waggon is a carriage made for travelling, and much used abroad; the bodies are made in the form of a Sociable, with a jointed head, and curtains over the hind seat; the driver has a seat on the fore part of the body: the back lets out, and the seat turns over, making a platform for the passenger to lie on at full length—and have besides many conveniences for stowage, all necessary for travelling; they are mostly hung on short crane neck carriages, with the wheels to lock under the fore part of the body, in order to keep the driver near to his horses:—they are used here more as carriages for pleasure, and deviate but little from the Sociable, only that they have more the appearance of a Coach without its upper part;—the shape is nearly the same as the Coach.

The Jaunting Carr, is a one horse carriage, with a peculiar kind of body, so contrived as to carry many passengers; intended for gentlemen to go a pleasuring with their families, they driving themselves—it is made as light and simple as possible, but when loaded, a leading or Tandum horse, is mostly applied. The body is made to project over the wheels, is of a round form, and capacious enough to hold five or six persons comfortable, besides the driver, forming, as it were, a small apartment, and will even afford a small table to stand in the middle; they are very convenient for carrying servant's or luggage, from place to place; and to travel at a moderate pace: one horse is quite sufficient to draw it.

Previous to the representation of this, as well as the other Carriages, the change which has taken place in the prices will first be noticed.

CHAP. 2.

The Advance on the Price of Materials.

The great rise in the price of every necessary article of life, has obliged most of the artificers employed in the Coach-making trade, to advance on the price of their labour, and whether working by the day or piece, an advance of 15 per cent. is on the average allowed them.

The rise on the materials is more irregular than on the wages to the workmen, some being nearly double in price, whilst others have experienced but a little increase; it will therefore be necessary to introduce the several articles of which a Carriage is composed in Sections, the same as in the first Volume is introduced in Chapters, and describing in each Section, what advance or charge each article has undergone; noticing only the leading charges by way of example, allowing the others to be referred to, with the additional charges which have taken place.

A few of the following Tables by way of example, shew, in the first columns what the former prices were; in the second, what the advance is; and, in the third, what the present prices are; and, as only the principal things are quoted in these tables, it will be necessary to refer to the former Chapters, from whence these are copied, to know the prices of any abstract part; when, by adding the 10, 15, *or* 20 *per cent. as the foregoing tables denote, the price for every article may be easily obtained.*

SECTION I.

THE ADVANCE ON THE TIMBER WORK.

Including the same as in chapters 1, 2, 3, and 4, Vol. I. and in Supplement, page 20. for new work and repairs.

This advance is principally on the labour and iron-work of which it is composed; the timber has also risen, in particular the mahogany for pannels, which has advanced four times above its original price. The iron and wood work bear nearly the same proportion in the advance, viz. 15 per cent. and are included together, the same as formerly described.

Riſe on the Price of New Bodies, 15 *per Cent.*

FROM CHAP. II. VOL. I.

	Original Price.		Advance.			Present Price.		
	£.	s.	£.	s.	d.	£.	s.	d.
A Coach, - - - -	30	0	4	10	0	34	10	0
A Chariot, - - - -	25	0	3	15	0	28	15	0
A Phaeton or Curricle, -	8	10	1	5	6	9	15	6
A Gig or Chaise, - -	7	0	1	1	0	8	1	0
Whiskey or Chaise, - -	5	5	0	16	0	6	1	0

New

Advance for New-Fashioned Bodies, with Outside Elbows, broad Compassed Rails, round Cornish and Middle Rails, Let-in Steps, &c.

	£.	s.
A Coach, a Landaw, or Viz-a-Viz, : . .	12	0
A Chariot or Demi Landau, . .	9	0
A Rumbler to a Curricle or Chaise . .	3	10
A Half or Top back to Ditto . . .	1	10

New Carriages. 15 *per Cent. Advance,*

FROM CHAP. III. VOL 1.

	Original Price.		Advance.		Present Price.	
	£.	s.	£.	s.	£.	s.
A Coach - - - - -	24	15	3	14	28	9
A Chariot or Post Chaise	22	5	3	7	25	12
A Phaeton - - - -	18	0	2	14	2	14
A Curricle - - -	15	0	2	5	17	5
A Gig - - -	11	11	1	15	13	6
A Whiskey or Chaise -	9	0	1	7	10	7

For all repairs to either bodies or carriages, add the same,

SECT. II.

Rise of Price on Iron Work, 15 *per Cent.*

FROM CHAP. V. VOL. 1.

Unwrought iron and steel has risen more than one-third above its original price. The smiths have besides advanced, on account of the dearness of labour and coals. The various patterns of springs in use, render it difficult to state, with accuracy, any regular charge for them ; as, for every new pattern, advantages are taken of their value ;

yet, as before observed, taking the large coach springs at two shillings per inch; the middle, or chariot and phaeton size, at 1s. 9d.; and the lighter sort, at 1s. 6d.; a tolerable judgment may be formed of their true value.

The common whip springs now generally used, being much longer than the former streight springs were, and the steel being advanced so much more, at least 20 per cent. on all springs, and 15 on the common iron work, must be allowed.

The small and other iron work being included with the wood work, the springs and axletrees only need be noticed, they being sometimes changed for patent or other kind of axletrees and springs.

The Rise on Springs 20 *per Cent,*

FROM CHAP. V. VOL. 1.

	£.	s.	£.	s.	d.	£.	s.	d.
	Original.		Advance.			Pres. Price.		
Coach Whip springs, the set, three feet long .	7	16	1	11	0	9	7	0
Chariot ditto, ditto, . .	6	12	1	6	6	7	18	6
Gig or Curricle the pair ditto, ...	3	10	0	14	0	4	4	0
Coach C springs, the set with jacks	14	14	2	19	0	17	13	0
Chariot ditto, ditto, .	11	18	2	8	0	14	0	6
Curricle or Gig per pair with ditto	5	10	1	2	0	6	18	0

A 5 per cent of the above advance on springs should be added to the former rise on carriages; but it being so trifling was not regarded in the statement.

Common Axletrees and Boxes. 15 *per Cent.*

FROM CHAP. V. VOL. 1.

	£ s. d	£. s. d.	£. s. d.
	Original.	Advance.	Present Price.
A pair for a Coach . .	3 10	10 6	4 0 6
Ditto for a Chariot . .	3 3	10 0	3 13 6
One for a Curricle . .	1 15	5 0	2 0 0

Boxes.

A set of Boxes for a pair of Coach axletrees	1 16	6 0	2 2 0
Ditto for Chariot ditto	1 12	5 0	1 17 0
A pair of Ditto for Curricle or chaise ditto,	0 15	2 6	0 17 6

SECT. III.

Rise on the Price of Wheels.

FROM CHAP. VI. VOL. I.

The iron which rims the wheel form a principal part of its value ; and that article has risen fifteen per cent. The timber and workmanship has also advanced fifteen per cent. at least ; so that, on the whole, an allowance of 15 per cent. above the ordinary price, must now be charged.

Hooped iron wheels being the most general in use, the under stated prices comprehends them. The prices for the common straked or patent wheel, can easily be obtained, by referring to Chap. VI. Vol. I. The wheels are now made low, and would be less in value, but as the circumference is so much less, a proportionate thickness of iron is required, to make them wear a sufficient time, viz. for a coach, 1¾ hundred; and for a chariot 1½ hundred weight at least.

	£.	s.	d.	£.	s.	d.	£.	s.	d.
A set for a Coach . .	8	10	0	1	5	6	9	15	6
A set for a Chariot . .	7	17	6	1	3	6	9	1	0
A pair for a Curricle . .	4	4	0	0	13	0	4	17	0
A pair for Gig . . .	3	14	0	0	12	6	4	6	6
A pair for light Whiskey	3	3	0	0	10	0	3	13	6

Ash Fellies are 12s. per set, and 6s. per pair dearer than those above stated.

The prices for new painting the wheels and fitting the old boxes to the axletrees are not included, but putting the boxes in the wheels, are

For painting the sett of wheels add 14s. For picking them out, as at present is done, on the spokes and felloes, add 12s. more.

SECT. IV.

Boots and Budgets, 20 *per Cent. rise.*

FROM CHAP. VII. VOL. I.

The leather which cover those things may be considered, at least, two thirds of their value; and that article, owing to the great consumption for our armies, has become extravagantly dear; at least, 25 per cent. above what it formerly was. The wood work, like the rest of the carriage, may be computed at 15 per cent. So that taking the average between the two prices, an addition of 20 per cent. must be laid on those things. The Salisbury coach-box, more commonly called Salisbury boot, on account of leather being the principal article used in making of it, will be included under this head. And for coach or chariot is the same in price.

	Origin. Price			Advance.			Pres. Price.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A Salisbury boot and seat, complete	10	5	0	2	1	0	12	6	0
A platform or luggage ditto	8	0	0	2	0	0	10	0	0
A trunk ditto . . : .	5	0	0	1	5	0	6	5	0
A footman's cushion,	2	2	0	0	10	6	2	12	6

The Rise on raised hind and fore Ends, Blocks, Standards, &c. 15 *per Cent.*

CHAP. 7. VOL. I.

These things bear an equal proportion with the rest of the carriage, being composed of wood and iron. The footman's cushion being principally of leather, is before stated.

	Origin. Price		Advance.			Pres. Price.		
	£.	s.	£.	s.	d.	£.	s.	d.
A pair of plain pump handles and foot-board	2	0	0	6	0	2	6	0
A pair of short blocks, and ditto	1	10	0	4	6	1	14	6
A raised fore end . :	1	10	0	4	6	1	14	6
A pair of hind standards, with footman's cushion	6	0	1	8	0	7	8	0

Raised fore ends are now but seldom used.

SECT. VIII.

On the Rise of Coach-Boxes, 15 *per Cent.*

CHAP. 8. VOL. I.

The same kind of coach-boxes as formerly are still used, only much lower. The Salisbury boots are made rounder, and very short in the boot part. The seats are rather less than formerly.

These have advanced the same as above, viz. 15 per cent. except the Salisbury boot, for which see Boots and Budgets, it having a higher rise, on account of the leather.

	Origin. Price		Advance.		Pres. Price.		
	£.	s.	£.	s.	£.	s.	d.
A common coach-box, with seat and cradle .	5	5	0	15	6	0	0
A chaise ditto, for the boot					11	10	0
A simple dilly or chair-box, cained or railed, with springs					5	5	0
A ditto, ditto, leathered and lined . . .					6	16	6
If either of the chaise or dilly chairs are made to carry two extra					2	2	0

⁂ The heel leather is not included in the above coach-box, but if added, 12s. extra must be charged for it.

Iron coach-boxes are but little used, only to carriages for foreign use.

The dilly-box is very general, both on account of its simplicity and lightness for posting.

The preceding columns are sufficient to shew how to make out the present prices by adding the advance to the original. The following tables will precisely state the present prices in one column only.

SECT. IX.

The Rise on the Trimmings, 15 *per Cent.*

PAGE 132. VOL. I.

THE trimmings now used are much wider and more expensively made than formerly; being for the most part worked, with half silk and half worsted or cotton mixed. The fringes are likewise much deeper, and are mostly ornamented with button hangers. The advance is about 15 per cent.; making about 1d. in the yard for the narrow seaming and pasting laces; 2d. for the broad two-inch; 3d. for the two and a half-inch; 4d. for the three-inch; 5d. for three and a half-inch, and 6d. on the four-inch lace, above the prices of those formerly stated. Many laces now used are cut, which imitate and are called velvet laces. The principal kind used, are the silk and cotton, and it not being much in use when the former tables were made, it will be noticed here with the velvet lace, which is also new; as for all the other laces, add the above rise to them.

	Seaming.		2 Inch.		2½ In.		3 Inch.		3½ In.		4 Inch	
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
Silk and cotton lace	0	9	2	4	3	6	4	4	5	0	5	10
Cut or Velvet Lace	0	8	2	0	2	6	3	0	3	6	4	0

By the silk and cotton lace is not meant the silk straight, lay common in most laces, but is meant when the silk and cotton is mixed on the tuft or body of the lace.

For crest lace, add 9d. per yard; for arms lace, 1s. 6d. ditto. For fringes, holders, &c. &c. add about three halfpence to each shilling formerly charged.

SECT.

SECT IX.

The Linings and Inside Furniture of Bodies.—Rise 15 per Cent.

CHAP. 9. VOL. I.

The linings of bodies are much altered in fashion, being, for the most part, made up with squabs, and every way contrived to be as soft and pleasant as possible. The stuffing is of loose hair; is full, soft, and elastic; the cushions are very deep, and are made concave in the middle; the seats on which they are placed are made of cane-work; the trimmings are of the richest sort; the colours of the cloth are of the brightest kind, such as scarlets, yellows, &c.

Venetian blinds and spring curtains are mostly both added, and lace, velvet, glass frames, seldom omitted. The squabs are either made of Morocco or silk, and sometimes of both, and so large as to cover nearly the whole of the inside of the body from the seats upwards, under which in some the cloth is not used, being superfluous as the squabs are fixed. The steps are so short as to admit them to be let in the door under the rest for the glass, and when the door is shut is level with it, taking up no room inside.

The price of all materials used for the lining, as likewise for the inside furniture, is about 15 per cent. higher than formerly, but the price for lining in the way above described, as also for the squabs, much exceeds the prices formerly given, and will be particularly noticed.

	Coach.	Chariot.
For lining a body with second cloth, trimmed with 2½ inch lace, including the 15 per cent advance - -	17 7 0	13 16 0
Extra if to open as landau fashion -	3 13 0	2 14 0
Extra if either body is finished as described in the present fashion - -	5 5 0	3 3 0
The present fashioned large squabs, the set if of Morocco - - - -	10 0 0	6 0 0
Ditto of silk - - - - - - - - -	8 0 0	4 10 0
Ditto of silk and Morocco - - -	15 0 0	8 10 0
	With Head.	Without Head.
The lining of a chaise, phaeton, &c. with second cloth and 2½ inch lace	8 18 6	6 6 0

£. s. d.

Venetian blinds are now mostly painted the same as the body, have a lace taping instead of the common taping, and are in general picked out and varnished.—The price for them is one guinea above the common sort, which is now, per set - - - - 5 0 0

Those painted, varnished, and taped, as above - - - - - - - 6 6 0

For all the other articles add 15 per cent.

SECT. X.

Rise on Hammer-Cloths.

CHAP. 10. VOL. 1.

Hammer-cloths being composed of the same materials as the linings are advanced exactly the same, viz. 15 per cent. The cloth has risen, as also is the lining, the lace, and making, and these are, in general, made so full, and the trimmings so rich, that they are very costly things, often exceeding 50 or 60l. price; however, it has been the rule to charge one guinea for each breadth of cloth; it is now to charge 24 shillings, including only a narrow binding lace for the top and bottom: when this way done it is used as a cover instead of an oil-skin, and the rule is made to charge from it, adding to the cloth this way finished whatever trimmings is desired to enrich it.

Bear skins are much used for hammer-cloths, sometimes ornamented with metal claws at the bottom corners to keep them down; they look well for the winter's use, but are very expensive, being from 15 to 20 or 30l. each, according to the quality of the skins.

Oil-skin hammer-cloths, though the best for resisting the wet, are not much used on account of their slender texture.

SECT. XI.

Rise of Price on the Silver Plated, the Composition, or coloured Metal, and the Brass Furniture, 15 *per Cent.*

CHAP. 10. VOL. I.

Those ornaments are less used than formerly, and some of them are quite out of fashion, in particular the fancy pattern head-plates. The mouldings still continue to be used, but not in that profusion as formerly, and what are used are generally of the best quality. Silver embossed crest is very fashionable, but without circles or rims of any kind. Sham-joints are still used, but they are mostly of the strong eight-square pattern in imitation of the real joints.

The composition and brass furniture is much used, and would be more general only for the trouble it requires to keep it clean. It is attempted to bring up gilding, which, on dark painted carriages, looks exceeding well; but nothing equals the silver plating, and without it a carriage looks dull and heavy. The rise on metals and labour about equals the rise on the rest of the articles used on a carriage, on the whole about 15 per cent. The article under this head being very numerous, those which are in general use only will be noticed, as the prices for the rest can easily be obtained, by referring to chap. xi. vol. 1.

OCCASIONAL REQUISITES.

	£.	s.	d.	£.	s.	d.	£.	s.	d.
A set of private locks complete, with shutter, bolts, and scutcheons, for coach or chariot - - - - -							1	5	0
				Silvered.			Plated.		
Large knee-boot or other buttons, each -				0	0	8	0	1	4
Small ditto, each - -				0	0	4	0	0	8
A set of glass rollers -				1	0	0			

MOULDINGS.

	Size of Inch.	Silver Plated.			Coloured Metal.			Brass.		
		£.	s.	d.	£.	s.	d.	£.	s.	d.
Moulding of the best quality, and of any pattern, per foot - -	2-8ths.	0	1	4	0	0	11	0	0	9½
	3-8	0	1	11	0	1	4	0	0	11½
	4-8	0	2	6	0	1	8	0	1	2
	5-8	0	3	0	0	2	0	0	1	6
	6-8	0	3	6	0	2	6	0	2	0

FRAMES OF ½ INCH BEAD.

	£.	s.	d.	£.	s.	d.	£.	s.	d.
An octagon or back light frame - - -	0	11	6	0	8	6	0	6	0
A pair of sword-case frames - - - -	0	12	6	0	9	6	0	6	3
Ditto ditto half frames	9	9	0	0	6	0	0	4	0
A pair of wing-frames 6-8 wide - - -	2	0	0	1	7	0	1	1	0

SHAM JOINTS.

	Silver Plated.			Coloured Metal.			Brass.		
	£.	s.	d.	£.	s.	d.	£.	s	d.
A set of eight-square or thick joints - -	8	0	0	5	0	0	4	14	6
A set of three-square or thin ditto - - -	6	16	0	4	12	0	3	10	0
A set of barrel-props and caps - - - -	2	10	0	2	0	0	1	8	0

REAL JOINTS.

	£.	s.	d.	£.	s.	d.	£.	s.	d.
A set for a landaw -	14	10	0	9	13	0	7	7	0
A set for a chaise, curricle, &c. - -	9	0	0	6	0	0	4	14	6

For a chariot or demi-landau only half the above prices to be charged.

		£.	s.	d.	£.	s.	d.	£.	s.	d.
		Silver Plated.			Coloured Metal.			Brass.		
Pole Hooks, each	Coach - - -	2	17	0	2	0	0	1	10	0
	Chariot - -	2	8	0	1	13	0	1	5	0
	Phaeton - -	2	4	0	1	4	0	1	0	0
Wheel Hoops	A set for a coach - -	4	0	0	8	10	0	3	3	0
	A set for a chariot - -	3	10	0	3	3	3	2	16	0
	A set for a Phaeton - -	3	3	0	2	16	0	2	10	0
	A pair for a chaise - -	1	11	6	1	8	0	1	5	0
	Size of Inch.									
Buckles, per pair, of the present fashion.	$2\frac{3}{4}$	0	7	6	0	5	6	0	4	0
	$2\frac{1}{2}$	0	6	6	0	5	0	0	3	6
	$2\frac{1}{4}$	0	5	6	0	4	6	0	3	0
	2	0	4	6	0	4	0	0	3	0
	$1\frac{3}{4}$	0	4	0	0	3	6	0	2	9
	$1\frac{1}{2}$	0	3	3	0	3	0	0	2	6
	$1\frac{1}{4}$	0	2	9	0	2	6	0	2	3
	1	0	2	6	0	2	3	0	1	9
	$\frac{1}{2}$	0	2	3	0	2	0	0	1	6
	$\frac{3}{4}$	0	2	0	0	1	9	0	1	3

	Inch.	£. s. d.	£. s. d.	£. s. d.
Check-brace-rings the pair - -		0 9 0	0 6 0	0 5 0
Door-handles the pair - - -		0 14 0	0 10 0	0 8 0
Embossed crests for head-plates or harness, each -	2	0 6 0	0 5 0	0 4 0
Embossed arms for head-plates or harness, each	2	0 9 0	0 7 6	0 6 0
Scrowl ornaments the pair - - -		0 9 0	0 7 6	0 6 0
Tip. or husk ditto, the pair - -		0 7 0	0 7 6	0 4 6

SECT. XII.

LAMPS.

The patterns of lamps are almost constantly changing. The most prevalent pattern now, is the old fashion Italian lamp with, flat sides. The vase lamp has had a long continuance in fashion, and is now pretty much used. There are, also, a great variety of fancy patterns not yet general enough to be noticed. The patterns for gigs, curricles, &c. are very different from those used to other carriages—some imitating those used to the stage or mail coaches, others of a smaller kind; but both use oil, with two or three burners to each lamp; they are of the square pattern, and have sliding front and side covers to the glasses, which, when the lamps are not used, preserves them from breaking.

The prices have advanced in nearly the same proportion with the rest, viz. about 15 per cent. and are as follows:

A pair of Italian lamps for a coach or chariot, plated - - - - - - -	2	12	6
A pair of long mail-coach lamps, plain	3	13	6
A pair of small square cased lamps, plain - - - - - - - - - -	2	2	0

For a middle lamp one-half of the above prices.

SECT. XIII.

STEPS.

Besides the steps included with the bodies, there are now but few others used; the hanging steps for phaetons, and treble steps for coaches or chariots, are but seldom required; the double steps for bodies are made much shorter than before, on account of the bodies hanging so low; and, in some bodies, single steps only are used, when any other steps are required, refer to the former chapter on steps, and add 15 per cent. to either pattern.

SECT.

SECT. XIV.

PAINTING.

Oils, turpentine, &c. has been materially advanced in price, of course the varnishes and Japans has also risen; the fashion of painting has not been materially altered, only in the picking out, which, instead of fine lines on the moulding, they are now done with broad stripes of strong contrasted colours, and so full that it is sometimes difficult to know the ground from the picking out. Herald-painting still continue to be used notwithstanding the tax on armorial bearings; the mantles are large and rich; to dark grounds gold mantles are fashionable, and has a good effect: on the whole, painting may be considered to have advanced 15 per cent. above the former charge.

	Coach.	Chariot	Curricle	Pannel-Gig	Rail-Chair
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
For painting a plain ground colour to the body and carriage, varnishing and japanning the same	5 18	5 5	4 0 0	3 10 0	3 0 0
If plain picked out - - -	1 15	1 14	1 10 0	1 5 0	1 1 0
If full picked out, and pannelled as the present fashion.	3 10	3 8	3 0 0	2 10 0	2 2 0
For polishing the pannels -	2 16	2 6	1 10 0	1 10 0	
For very high varnishing do.	6 6	5 0	3 13 6	3 13 6	
For oil-varnishing the carriage part - -	0 18	0 16	0 12 0	0 10 6	0 10 6

For painting of old carriages deduct one-fifth from the other charge.

HERALD PAINTING.

	Mantles			Arms			Crests or Coronets			Cyphers			Supporters a pair.		
	£.	*s.*	*d.*	*£.*	*s.*	*d.*	*£.*	*s.*	*d.*	*£.*	*s.*	*d.*	*£.*	*s.*	*d.*
Large pattern	0	12		0	10		0	5	0	0	4	0	2	10	0
Middle size -	0	9		0	8		0	4	0	0	3	6	1	15	0
Small size - -	0	7		0	6		0	3	6	0	5	0	1	5	0

Borders and stripings are not much used at present.

SECT. XV.

HEADS, KNEE-BOOTS, DASHING LEATHER, AND WINGS.

The great rise on leather makes these articles, of which leather is the principal part, come very high, at least 20l. per cent. above the former statement.

Square heads are quite out of use, wings are not so much used, and are smaller than before; dashing leathers, knee-boots, &c. continue the same as before, only that the dashing leathers to chairs are sometimes fixed on the foot-board of the bodies. The pockets used now are all made the full length of the dashing leather, covering all the flesh side thereof.

Those things being principally made of leather, which is a valuable article, the difference in their size should be noticed. The small size head measures in width, from elbow to elbow, under 3 feet 3 inches, the middle size under 3 feet 6 inches, the larger size above the knee-boots, measures the same across the elbows. The small size dashing leathers may be reckoned those that are fixed on the foot-board of the body, the middle between them and the large, the curricle-carriage ones, and which are obliged to have stays to support them, as they extend the whole width of the carriage.

	Small			Middle			Large		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A round head lined with cloth - -	13	10	0	14	10		16	10	
Ditto lined with serge - - - -	12	10	0	13	10		14	10	
A knee-boot - - - - - - -	2	5	0	2	10		2	15	
A dashing leather - - - - - -	2	0	0	2	10		3	3	
A pocket for ditto - - - - -	0	15	0	0	18		1	7	
A pair of wings - - - - - -	1	11	6	1	15		2	0	
A frame for the head, which takes off - - - - -							1	15	
Inside wrenches to strike the joints with - - - -							1	16	

BRACES, POLE-PIECES, &c.

Those things except the buckles are entirely made of leather, and must be advanced in the same proportion with that article. The mode of hanging make a difference in the value of braces, on account of the length, in particular the main-braces, which, to the C springs, require more than double the length of the braces formerly mentioned in Chap. XVI. and the only way is to allow them at per foot. The bodies which hang in the usual way, viz. from the spring shackle to the body loop, and likewise the other braces and pole-pieces, may be taken as before, only adding the 20 per cent. to the price.

	Coach			Chariot		
	£	s.	d.	£.	s.	d.
The set of main braces, buckles included -	5	0	0	4	4	
The set of check ditto - - - - - -	0	15	0	0	15	
The pair of collar braces for a perch carriage	1	0	0	1	0	
Ditto for a crane-necked ditto - - - -	1	10	0	1	10	
A pair of French pole pieces - - - - -	1	15	6	1	10	
A set of point straps - - - - - - - -	0	7	0	0	7	
A pair of cross check braces - - - - -	0	12	0	0	12	

To ascertain the price for braces, the width is the rule to observe, as a brace 2¾ wide is the size for a coach; 2½ for a chariot; 2¼ for phaetons or gigs; 2 for gigs with jack-braces; and 1¾ or 1½ for collar-braces, cradles, &c. Single strips of leather unsewed are used for check-braces and other purposes, therefore the width and prices for both will be given, with the advance.

	Wide	Sewed		Single	
		s.	d.	s.	d.
Size of Inch at per foot long - - - -	2¾	5	8	2	3
	2½	4	6	1	9
	2¼	4	0	1	6
	2	3	6	1	3
	1¾	3	3	1	0
	1½	2	6	1	9
	1¼	2	3	0	7½
	1	2	0	0	6

The

SECT. XVI.

TRAVELLING CONVENIENCES.

Trunks, imperials, and cap-boxes, are the principal of the conveniences used for travelling carriages, and they being all covered with leather of an inferior kind has felt a rise in proportion, but not equal to those articles which are manufactured of the best leather. About 15 per cent. may be computed on the average, and for the other travelling conveniences, which are not here stated, the same advance may be allowed.—See chap. xviii, vol. 1.

TRUNKS.

	Large.			Middle.			Small.		
	£.	*s.*	*d.*	*£.*	*s.*	*d.*	*£.*	*s.*	*d.*
A best leather trunk lined with cloth - - - - - - - -	4	4	0	3	9	0	2	8	0
A common ditto lined with paper - - - - - - - -	3	9	0	2	16	6	2	0	0
Inside straps and laths for a trunk - - - - - - - -	0	7	0	0	6	0	0	5	0
A leather cover for a ditto - -	2	10	0	2	0	0	1	10	0
An oil-cloth ditto for ditto - -	0	12	0	0	8	6	0	6	0

COACH IMPERIALS.

	Best.			Inferior.		
	l.	*s.*	*d.*	*l.*	*s.*	*d.*
A whole Imperial - - - - - - -	11	11	0	10	16	0
A ditto divided, or two half Imperials	12	12	0	11	11	0
A three-quarter ditto to go over the doors	8	8	0	7	7	0

CHARIOT IMPERIALS.

	Best.			Inferior.		
	l.	*s.*	*d.*	*l.*	*s.*	*d.*
A whole imperial - - - - - - - -	8	18	6	7	17	6
A ditto divided, or two half imperials	9	9	0	8	8	0
A three-quarter ditto to go over the doors	6	6	0	5	5	0

Here ends the prices for the component parts of the carriages, and to know them collectively observe the following rules.

CHAP. XVII.

The first charge or cost of each carriage finished to a certain extent.

To obtain with accuracy the price of any sort of carriage, is to know what comprehends the first charge; and, in this particular, few of the trade agree,—some adhering to the charges of their predecessors of 80 or 100 years back, since when the principle on which carriages are built is so materially altered. Some make a first charge of 85, others 100, and some 120l. This circumstance alone is the occasion of many disputes and disappointments, as the first charge is frequently supposed to be nearly the full amount of the carriage, but which, when completed, often exceeds three times the sum; therefore it should be a rule to specify what comprehends the

the first charge, and all the other matters, such as coach-boxes, boots, hammer cloths, &c. as extras, the same as in the following tables. For as the coach-boxes, boots, &c. vary in paterns, they are not included in the first cost.

The rise is added to each of the different articles, of which the first charge is made and the extras and rise thereon can easily be referred to. Such things will only be noticed in the following extras which are now in fashion.

The Articles and their Amount for a first Cost.

	Coach.			Post-chaises.			Middle-size phæton.			Curricle.			Gig.			Whiskey.		
	l.	*s.*	*d.*	*l.*	*s:*	*d.*	*l.*	*s.*	*d.*	*l.*	*s.*	*d.*	*l.*	*s.*	*d.*	*l.*	*s.*	*d.*
Bodies - - - - - - - - - - -	34	10	0	28	15	0	9	15	6	9	15	6	8	1	0	6	1	0
Carriages - - - - - - - - - -	28	9	0	25	12	0	20	14	0	17	5	0	13	6	0	10	7	6
Wheels streaked - - - - - - -	8	15	0	7	17	6	6	10	0	4	4	0	3	13	6	3	10	0
Linings plain - - - - - - - - -	17	7	0	13	16	0	5	8	0	5	8	0	5	8	0	4	4	0
Glasses, frames, and rollers - - -	8	2	0	8	2	0												
Shutters - - - - - - - - - - -	2	0	0	2	0	0												
Carpet - - - - - - - - - - -	0	12	0	0	12	0	0	8	6	0	8	6	0	8	6	0	8	6
Seat-boxes - - - - - - - - - -	1	15	0	0	17	6	0	17	6	0	17	6	0	17	6	0	17	6
Steps, double - - - - - - - - -	3	10	0	3	10	0												
Painting and japanning - - - -	5	18	0	5	5	0	4	0	0	3	10	0	3	0	0			
Braces and pole-pieces - - - -	7	10	0	6	16	6	3	13	6	2	16	0	2	10	0			
The first charge - - - - - - -	118	8	0	103	3	6	51	6	0	44	4	6	33	4	6	25	8	6

A carriage with the fore mentioned articles is complete for use, all the necessary iron-work being included, and if any different pattern spring than the common whip, or any different pattern axletree than the common, with pipe-boxes, is required, refer to the former tables, deducting the charge for the common axletrees and springs from their amount, adding the 15 per cent. to the difference, and which difference can only be charged for extra; but it is not uncommon with some to charge the whole price for the patent axletrees or C springs, without deducting what must have been supplied, and what is comprehended in the first charge.—As for example:

	l.	*s.*	*d.*
A plain coach in first charge amounts to - - - - - - - - - - - -	118	8	0

If poliagnic or C springs are required, the extra charge should be only 9l. and not 17l. 13s. 6d. the value of the other springs being deducted; the same by axle-trees, Venetian blinds, &c.

The following are the extras generally used to modern carriages, and to which the rise on each is added:—

	Coach.			Chariot.		
	l.	*s.*	*d.*	*l.*	*s.*	*d.*
First charge	118	8	0	105	16	0
EXTRAS TO THE BODIES OF THE PRESENT FASHION.						
Sword-case	2	17	6	2	17	6
Round sides, sweeped rails and roof with out-side elbows and let-in steps	14	0	0	10	0	0
Door-lights contracted				2	6	0
Venetian blinds in lieu of shutters	3	7	0	3	7	0
Full trimmed inside, with Morocco sides and back, and Morocco cushions	10	0	0	6	0	0
Velvet glass frames	1	10	0	1	10	0
A pair of lamps of the Italian pattern	2	15	0	2	15	0
Fifty-five or 30 feet of best-plated moulding, at 2s. 3d. per foot, with plated sword-case, and octagon or square back-light frames, of the best bead	7	7	0	5	5	0
Sixteen or eighteen silver crests, at 7s. each	5	12	0	2	16	0
The mouldings of the body picked out	10	6	0	10	6	0
Arms and crests on the broad rails	1	0	0	1	10	0
EXTRAS TO THE CARRIAGES.						
Compass perch with plated sides	4	14	6	4	8	0
A half-wheel fore-end	1	7	0	1	5	0
Whip springs, much compassed, four feet long	4	4	0	4	4	0
A trunk-boot	6	5	0	6	5	0
The carriage very full picked out, one colour, and oil, varnished	2	10	0	2	10	0
French pole-pieces	0	7	6	0	7	6
Sums total for post-coach, chariot, but without coach-boxes, hammer-cloths, &c. if finished to the present fashion	191	10	6	173	8	0

EXTRAS FOR COACH-BOXES, &c.

	Coach.			Chariot.		
	l.	*s.*	*d.*	*l.*	*s.*	*d.*
A common coach-box - - - - -	6	0	0	6	0	0
A full-plated hammer-cloth, trimmed with two rows of three-inch lace, and one of seven-inch fringe - -	10	10	0	10	10	0
Two pair of lace footman holders -	2	2	0	2	2	0
Hind-standards and cushions, with plated frames - - - - - - - -	7	17	6	7	17	6
The carriage with crane-neck - -	18	18	0	16	16	0
Ditto with swan's-neck - - - - -	14	14	0	12	12	0
If made to open as landau let, or landau - - - - - - - - - - -	20	0	0	15	0	0

EXTRAS TO CHAISE AND PHÆTONS.

The following extras to make these carriages modern must be added to the first charge, though many of them may be not required.

	Middle size phæton.			Curricle.			Gig.			Whiskey.		
	£.	s.	*d.*	*£.*	*s.*	*d.*	*l.*	*s.*	*d.*	*l.*	*s.*	*d.*
First charge -	51	0	6	44	4	6	37	7	6	28	0	0
A knee-boot - -	2	10	0	2	10	0	2	10	0	2	10	0
A round-head lined with cloth - -	14	0	0	14	0	0	14	0	0	14	0	0
Round out-sides to the body - - -	2	0	0	2	0	0	2	0	0	2	2	0
A top back and lining to ditto - -	1	18	0	1	18	0	1	18	0	1	18	0
A rumbler covered with leather - -				4	10	0	4	10	0	4	10	0
A crank axle-tree -				1	11	6	1	11	6			
C springs with jacks and long braces - - -	2	0	0	2	0	0	2	0	0			
The steps booted with leather - -	0	15	0	0	15	0	0	15	0	0	15	0
Caps to cover the axle-tree nuts -	2	2	0	1	1	0	1	1	0	1	1	0
Elbow handles, covered, or japanned - - -	0	12	0	0	12	0	0	12	0	0	12	0

Wings if required.

As those things have mostly been introduced since the former publication, it will be necessary here to explain them. The round side is for the purpose of giving room on the seat, contracting it on the bottom for the purpose of hanging low, with room between the shaft.

The top back is a rail framed, about six inches higher than the ordinary rail, and is pannelled, railed, or caned, the same as the other part of the body. Its use is to shelter the back; for, when the driver is elevated by the box and cushion, he is likely to fall backwards on a sudden jolt; the top backs are therefore more safe, and keeps the back of the rider much warmer than those without them.

The rumbler, or rumble-tumble, is a convenience fixed to the hind part of the body, or the hind part of the carriage, and made to carry luggage. Those to the body carry things more safe than the others. They should be covered with the best leather, but sometimes are only painted, and for them only half the above price should be charged.

The crank axle-tree, is an axle-tree sunk in the body part of it, three or four inches lower than the shoulders, and is made so for the purpose of admitting the body to hang low.

The C springs to light carriages are now generally used on account of being more elastic than the others.

The steps-booting is the covering round the backs of them, with leather to prevent the foot from slipping through.

The nut-caps is an ornament to the centre of the wheel, used for the purpose of imitating the patent axle-tree, and hiding of the nut, but are troublesome to take off or on.

The elbow-handles are conveniences for the persons to hold by when getting in or out of the carriage.

SECT. XVIII.

THE HARNESS.

The harness on account of the high price of leather has also risen in price, but as they are composed of other materials which have not advanced so high, the difference should be proportioned, which will make about 15 per cent. above the prices formerly stated.

The fashion of harness has undergone very little or no change since the former publication. Some are used with round neck or heam collars, others with breast collars; some have breechins, others only false belly-bands, and like to the carriages. Plated or silver ornaments are less used, the silver crest being the only one that is regarded; bridoons are still general, but are now more used with swivels than chains.

The harness being used various ways, the price of each, including the rise, will separately be given; and as for the price of the various things that are only at times made use of, a reference to the chapter under harness in vol. 2, will satisfy every enquiry, observing to add the rise of 15 per cent. on each article.

No ornaments whatever are included in the under statements.

	Coach.			Chariot.			Curricle.			Chaise.		
	£.	*s.*	*d.*	*£.*	*s.*	*d.*	*£.*	*s.*	*d.*	*£.*	*s.*	*d.*
A breast-collar harness, with false belly-bands only	14	3	0	13	0	0	16	16	0	6	4	0
A ditto with breechins - - - -	15	15	0	14	14	0	18	10	0	7	0	0
A ditto with ditto and bridoons - -	17	0	0	15	17	0	21	7	0	8	0	0
A round or neck collar harness with false belly-bands	15	13	0	14	10	0	18	6	0	6	7	0
A ditto with breechins - - - -	17	5	0	16	4	0	20	0	0	7	14	0
A ditto with ditto and bridoons - -	20	2	0	19	1	0	22	17	0	9	1	0

The heams for the above collars, are meant either polished or covered with leather, but not plated, the tips and links are sometimes plated, but make in the charge a difference for each pair of harness of - - - - - - - - - 3 0 0

And for a single harness - - - - - - 1 10 0

SECT.

SECT. XIX.

On the Rise upon Repairs, and the Charges for Alterations to old Carriages.

As the numerous descriptions of jobs under this head are all given in the former Supplement, it would be unnecessary to make any repetition of them, only to notice the advance, which on the fair average may be computed at 15 per cent.; therefore, a reference with the above advance will shew what the charges for repairs to any extent will amount to.

The present change of fashion has materially helped to increase the trade by altering the old carriages to the present fashion, which many persons have thought not possible to be done, or that the expence would be more than adequate to the improvement. The alteration is certainly attended with a great deal of expence; but if the body is sound, and of a good shape, it will warrant its being done, in particular if new lining and painting is required.

The fashion of outside elbows being so general, induces many to part with their carriages for new ones, when their old ones, if sound, would answer very well at half the expence, the alteration being chiefly in the body. Outside elbows may be added without any alteration to the inside; but, to make the job complete, is to contract the roof; making the new one very much compassed; contract the lower pannels to about 22 inches deep, by bringing the elbow down in a regular sweep from the top of the pannel at the corner pillars, making the door-rail as deep as the elbow is brought down to, and preserving a regular sweep all along the side; if the door-lights are not contracted on the side, it will be an improvement to alter them, but then the shutters or blinds, the spring curtains, and glass, must either be new or altered, which is an expence that will more than compensate the alteration. New leather new and plated mouldings to the quarters must be added, and, if the roof is new and made round on the side, new leather to it will be required. That expence may likewise be dispensed with, by having the old roof contracted only on the hind part, or not altered at all, unless it spreads very wide at the upper part. The cheapest alteration, and that which will give to the old body a modern appearance, is to alter the sides only by putting in outside elbows, reducing the lower pannels to about 22 inches deep; making the rails 9 or 10 inches wide; making good the inside lining; new leather, and new plated or other mouldings on the altered sides. With this alteration, the body should be new painted. To the carriage a compass, perch, and wings; the high raised hind and fore ends should be removed; the springs altered to the whip pattern; the stays which support the springs lengthened; the braces made to suit, the hanging; the wheels low; the coach-box (if one) shortened at the bottom,—and then the whole will have a tolerable fashionable appearance, and is the only alteration that can be recommended to an old carriage. The charges for which are as follows:—

	Coach.			Chariot.		
	l.	*s.*	*d.*	*l.*	*s.*	*d.*
To altering the body with new outside elbows, making the upper quarters deep and the lower pannels shallow, by adding broad rails, covering the quarters with new leather and new plated or other mouldings, making the lining good with cloth and lace where necessary - -	18	10	0	14	10	0
New compass, perch, and wings if necessary - - - - - - - - - - - -	6	12	0	6	12	0
Altering the springs to the present whip pattern, compassing them as much as their height will admit - - - - -	2	12	6	2	12	6
Altering all the necessary iron work for the perch and wings, such as new hoops and bolts where necessary, fitting and repairing the rest, upon a moderate computation - - - - - - - - - - - - -	2	5	0	2	0	0
Ditto for the springs - - - - - - - -	0	15	0	0	15	0
New painting, japanning, and picking out the body and carriage, one colour, but without herald painting - - - - - -	7	13	0	6	19	0
Altering the main and check braces, by lengthening each - - - - - - - - -	1	5	0	1	4	0
Unhanging and rehanging the body, &c. -	0	7	6	0	7	6
	40	0	0	35	0	0

	l. s. d.	l. s. d.
If the body is new lined with cloth and lace, the price will be extra - - - -	15 5 0	12 0 0

Whatever of the above alterations are not required, deduct the charges from the amount; and in like manner add whatever may be wanted.

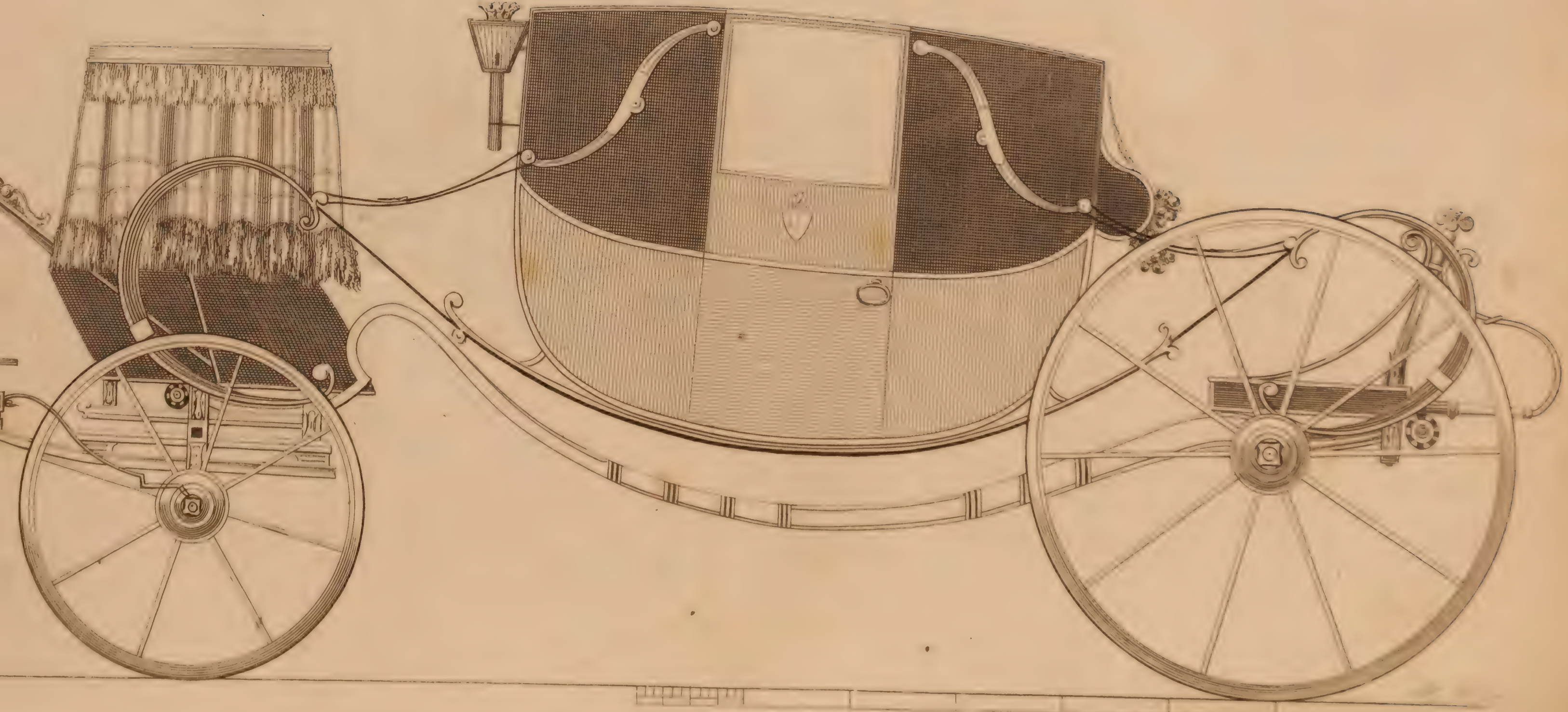
SECT. XX.

The Description and Price of the present fashionable new Carriages.

THE POST CHARIOT.—PLATE 54.

A post-chariot is a carriage made for town and country use, having the coach-box, with hammer cloth, hind standards, with footman cushion and footman holders, made so as to be easily removed for travelling purposes. That represented in plate 54 is a fashionable one of that description. The body, with outside elbows, is made extraordinary round on the sides, and much compassed on the roof and side-rails; has a sword-case and contracted door-lights; with a compassed side plated perch to the carriage; a platform luggage-boot; hooped tyre wheels; very compassed whip-springs; a footman's cushion, with hind standards; a common coach-box, with a bear-skin hammer-cloth; worm-springs between the braces; a trunk and oil-cloth cover for ditto at the hind-end, plated mouldings only round the quar-

No. 54



ters, and crest head-plates; velvet glass-frames, Venetian blinds, Morocco squabs, three Italian lamps; the painting plain; the mouldings picked out very full; the carriage oil varnished; with crests on the doors, the front rail, and footboard.

The Price of the above described Carriage, shewing how a Knowledge of any other may be known by reference to the former Tables.

	l.	*s.*	*d.*
The first charge for post-chaise, as mentioned in page 36, with the present rise - - - - - -	103	3	6

EXTRAS, WITH THE PRESENT RISE.

A sword-case back - - - - - - - - - - - - -	2	17	6
Round-sides, sweeped top, and middle rails, compassed roof, outside elbows, and let-in steps - -	10	0	0
The door-lights contracted - - - - - - - - - -	2	6	0
Compassed perch, with plated sides - - - - - -	4	8	0
Hooped tyre-wheels - - - - - - - - - - - - -	1	4	0
Whip-springs much compassed - - - - - - - -	4	4	0
The lining full trimmed, with Morocco squabs, and the cushions faced with Morocco - - - - - -	6	10	0
Velvet glass-frames - - - - - - - - - - - -	1	15	0
Three Italian lamps - - - - - - - - - - - -	2	15	0
Thirty feet of best-plated bead, with sword-case and back-light frames - - - - - - - - - - -	5	5	0
Six silver crests - - - - - - - - - - - - -	2	2	0
Four painted crests on the broad rails and foot-board	0	16	0
Venetian blinds in lieu of shutters - - - - - - -	3	7	0
	150	12	6

The

	l.	s.	d.
Brought forward - - - - - - - - - - - - -	150	12	6
The body and carriage full picked out, and the carriage oil-varnished - - - - - - - - - - -	2	10	0
A luggage-boot - - - - - - - - - - - - -	10	0	0
A common coach-box - - - - - - - - - - -	6	6	0
*A bear-skin hammer-cloth - - - - - - - - -	20	0	0
A set of double footman's holders of lace - - -	2	2	0
A footman's cushion with hind standards - - - -	7	17	6
Worm springs to the braces - - - - - - - - -	3	16	0
	202	5	0

The above has many extras that might be avoided, but is agreeable to the present rule of building, as most are made for both purposes; yet, if intended for post-work only, the coach-box, hammer-cloth, hind standards, and holders, are not necessary.

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* The bear-skin hammer-cloths are of different prices according to their quality—the above is of the middling sort; some have plated claws at the corners, the price of which is extra - - - - - - - - - - - - - - - - 6 0 0
And for brass - - - - - - - - - - - - - - 4 0 0

PLATE

No. 55.

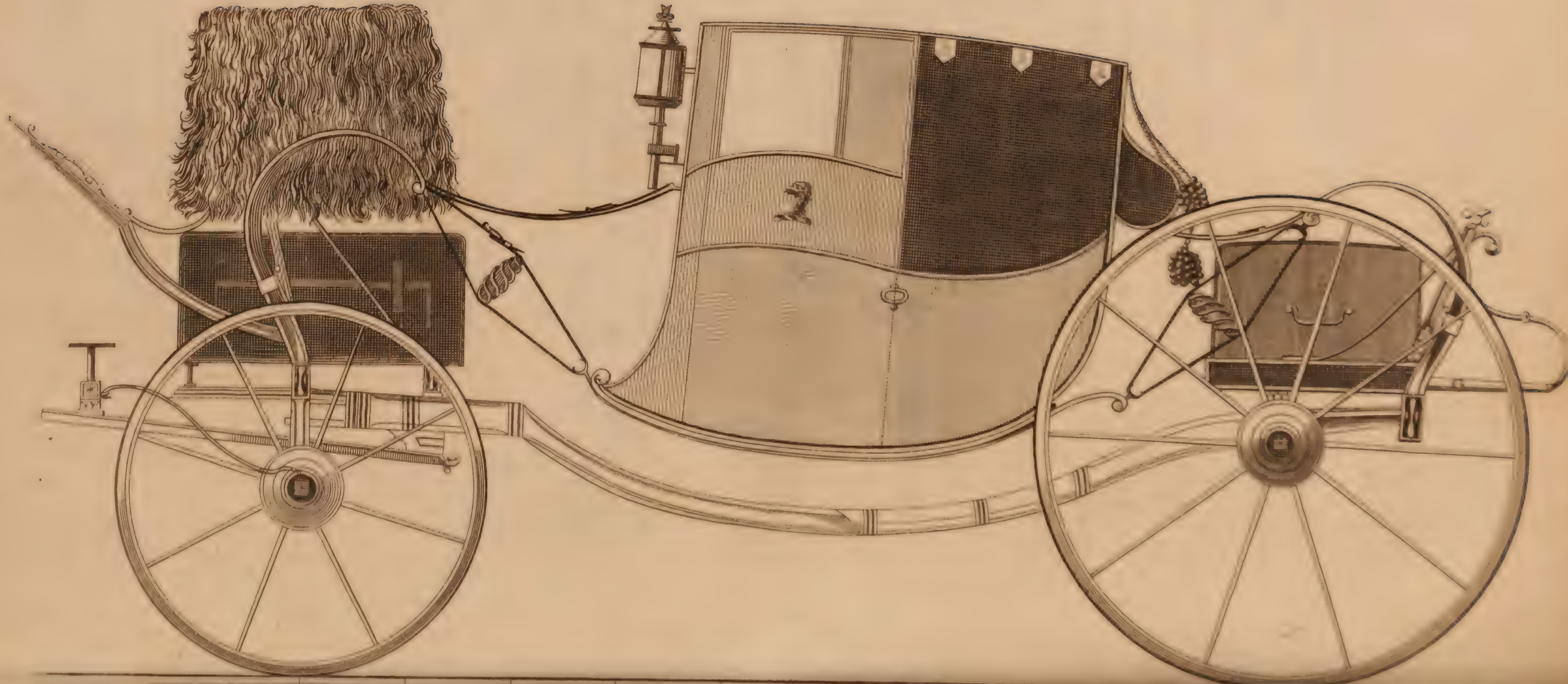


PLATE LV.

The Description and Price of a modern Coach.

The coach represented has a swan-neck carriage, which, though not general, is yet more used than crane-necks, being considerably lighter, and possessing the same advantage; it has a Salisbury boot, with a full trimmed hammer-cloth and footman holders; a footman's cushion, with hind standards; hoop tyre wheels; the body is very round on the sides, with compassed roof and rails; has outside elbows, let-in steps, a full-trimmed inside, with blue Morocco squabbs and cushions, velvet glass-frames, Venetian blinds, and spring curtains; has a rug besides the carpet; double steps; C springs, with jacks and long braces, which pass all under the body; springs instead of body loops, and sliding loops to the braces; side handles, which are plated; fifty-five feet of plated mouldings, of the best quality; plated sham joints; the arms and crests only on the door-rails; three new pattern square lamps; the carriage full picked out; the body polished.

The Price of the above described Carriage.

	£.	s.	d.
First charge	118	8	0

EXTRAS.

A sword-case	2	17	6
Round sides, sweeped rails, compassed roof, outside elbows, broad door-rails	14	0	0
A swan-neck carriage instead of a perch	14	14	0
A Salisbury coach-box			
A footman's cushion, with hind standards	7	17	6
Hooped tyre-wheels	1	0	0
The C poliagnic springs and blocks for ditto	9	0	0
Full trimmed inside, with three inch lace	3	0	0
Morocco leather squabs full puffed, with the cushions faced with Morocco	10	0	0
Velvet glass-frames	1	15	0
Spring curtains	4	0	0
Venetian blinds instead of shutters, painted two colours	4	13	0
An inside rug	0	18	0
To the main brace 24 feet extra	6	16	0
The body and carriage full picked out, and the carriage oil-varnished	3	10	0
The body polished	2	16	0
Arms and crests on the doors	1	10	0
Three new-fashion square lamps	4	10	0
Fifty-five feet of the best-plated moulding 4-8ths wide	6	12	6
Back-light and sword-case frames	1	4	0
Plated joints	8	0	0
Spring body loops	4	0	0
	231	1	6

No. 56.

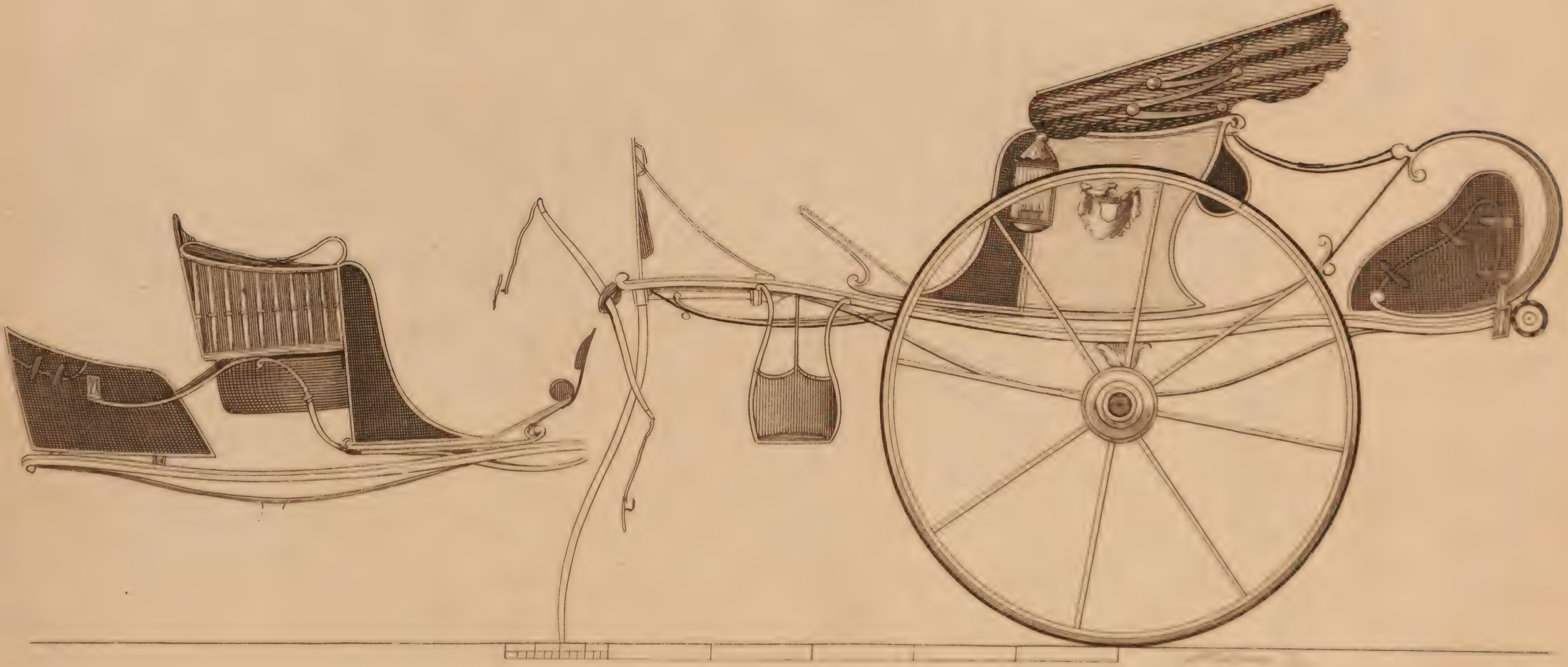


PLATE LVI.

The fashionable Curricle and Gig.

This plate represents the modern curricle and gig, with the round and square back bodies. For curricles, the square back bodies is most fashionable; and for gigs, the round: but it is not uncommon to see it reversed. The side views of the carriage parts are nearly alike; compassed shafts being used to both. The method of hanging is differently shewn; the one with the C spring and brace, the other with the long single elbow spring, hanging by a short brace from a loop fixed on the side of a rumbler, each having the long elbow spring fixed to the fore end of the body at the bottom, and fixed to a loop or jack on the fore bar of the carriage by a brace, on which the spring is placed. The last is the most simple method of hanging; and, if the springs are not too stiff for the weight they carry, are reckoned the most easy, having less swag than when hung in the usual way with long braces. To some, long double elbow springs are used the same as represented in plate 57. With regard to the finishing of those bodies, they are plainer than formerly, and the principal alteration which have taken place is in the round sides and back. The lining is also like the close carriages, full padded and stuffed, with horse-hair, and frequently Morocco leather linings instead of cloth is used. Top backs are likewise used to both, either with a head or without; to the one-horse chaise, ash shafts are most used, on account of the carriages being so low, as to make it necessary to have the shafts much curved upwards, to suit the height of the horse, and keep the carriage in a due horizontal position; and, on account of their being so much compassed, are obliged to be plated with iron underneath them; but when the height will admit, there is no timber so elastic or good for shafts as lance wood, but they cannot be formed to a proper shape. To the square back bodies, without head, wings must be used, and sometimes very small wings are used to the round backs, but it is not common. Square heads are quite out of use; rumblers to both are very common; and to chaises the dashing leather are fixed on the foot-board of the body; but, to curricles, on the fore-bar of the carriage. Many inventions have been made to relieve the unpleasant motion of the curricle, by jointed poles bearing on springs, a tight rope, &c. but the best is the rope.

Description of the Curricle and Gig, represented in Plate 56.

THE CURRICLE.

The body is full pannelled, made round on the out side, giving much room thereby on the seat; has sham doors, a sword scase, round head and apron; the elbows project about two inches out on the side, in form of the outside elbows to close carriages; it has a top back, and instead of cloth is lined with Morocco, but has cloth falls, The sham doors and sword-case is only plated, with 4-8th moulding; it has long single elbow springs in front, and body-loop springs behind the carriage; has C springs with jacks and single braces, which pass all under the body, and along the springs has a dashing-leather with a pocket in the front: a rumbler behind, the steps booted; a pair of large mail-coach lamps; the arms and crest in mantles on the pannels; the painting full picked out; the varnish polished; and caps to cover the wheel nuts.

THE

THE GIG.

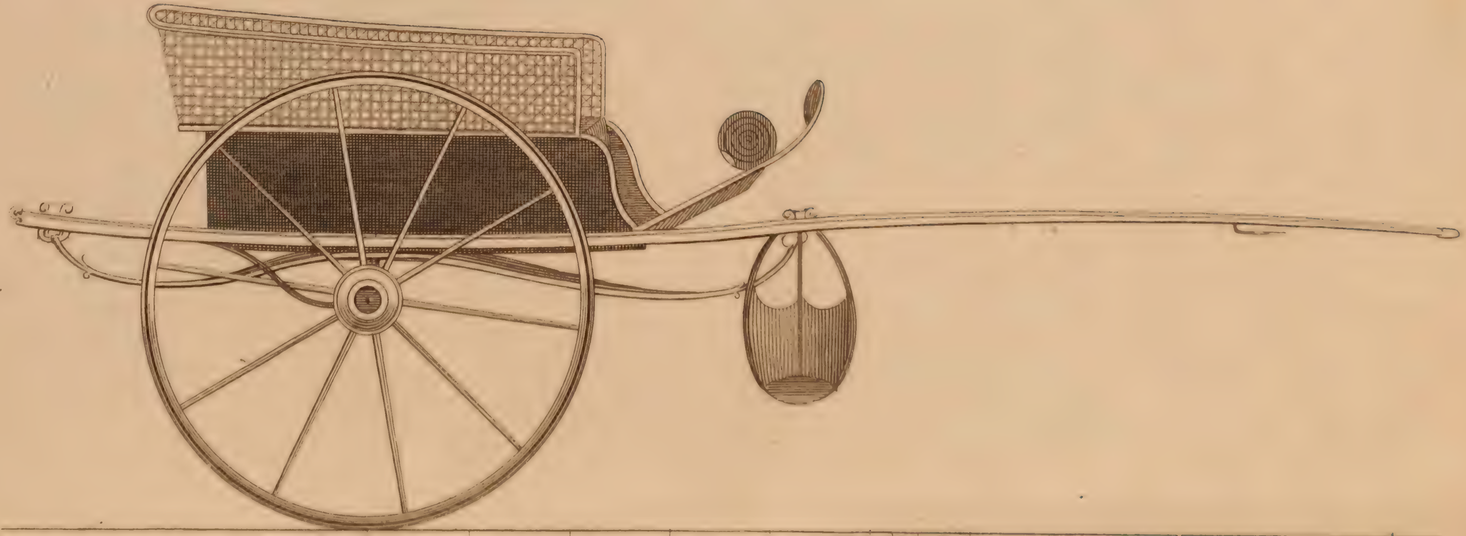
The body is of the step-piece kind, round-backed, and rounded on the out-sides, has a top-back; is sticked or railed on the pannel; has sham doors, a drop or portable seat-box, elbow-handles, a knee-boot, and a pocket-dashing leather, fixed on the foot-board; is hung by a long single elbow-spring to the rumbler behind, which spring is fixed on the seat-rail; a single elbow spring is also fixed to the bottom of the body in front, and hung to the fore bar; the shafts of the carriage is much compassed; the lining is of cloth, but is full stuffed.

PRICE OF THE ABOVE CARRIAGES.

AS REPRESENTED.

	Curricle.			Gig.		
	l.	*s.*	*d.*	*l.*	*s.*	*d.*
The firſt charge	44	4	6	33	4	6
EXTRAS.						
Sham doors and sword-case	2	11	0			
Outside elbows for the head	1	1	0			
Round-head and knee-boot	17	0	0	2	10	0
Top-back and round outsides	2	0	0	2	0	0
C springs, and 12 feet of main brace	4	0	0			
A rumble-tumble covered with leather	4	10	0	4	10	0
The bodies fashionably trimmed, the curricle lined with Morocco	3	3	0	1	1	0
Dashing-leather	3	0	0	2	0	0
The painting full picked out, the body polished, with the arms, crests, and mantles	7	0	0			
Caps to the wheel-nuts	1	1	0			
Lamps	3	13	6			
Booting of the steps	0	15	0	0	15	0
	93	19	0	45	16	6

No. 57.



JAUNTING CARR.—PLATE 57.

This sort of carriage is quite novel in this country, but from its convenience is likely to become general. Its construction is light and roomy, with seats all round, and a seat in front for the driver, which mostly is the proprietor of it. It is capacious enough to hold from four to six persons, beside the driver; and so light, that one strong horse is sufficient for the draught, though another may be added, either a breast or as leader, in the manner of tandum if required. It is a carriage well adapted for a party on pleasure, or as a family airing carriage in parks, &c. and supercedes the sociable. It may have a head if required, but every thing that gives weight should be avoided. The hanging is represented by long, double elbow-springs, extending from the fore to the hind bar, but the body might be framed on the carriage, and have only grasshopper springs under the shafts, which would be both lighter and cheaper, but not so elegant or easy. There is in general no linings, or stuffing inside, only cushions for the seats, the bodies being generally caned, but are sometimes railed or pannelled.

PRICE OF THE JAUNTING CARR.

	l.	*s.*	*d.*
The price of such as represented without lining, having cushions only, and hung by the long double elbow springs, painted a plain colour,	52	10	0
If on grasshopper springs only - - - - - -	45	0	0
If lined all around, the extra amount will be -	7	7	0
If a sliding or hanging bar for a breast horse ditto	1	11	6

SECT. XX.

The Advance upon the Hire of Carriages.

According to the rise on the price of carriages, the hire thereof should be proportioned, which, on the average may be computed at 15 per cent. above what has been formerly charged. Carriages are in general hired by the year, from one to five or six; and, as the price is proportioned by the length of the engagement, it will be proper to state what the difference will be. When a carriage is hired for any number of years, it is usual to enter into a regular agreement, the contracting parties binding themselves, ~~heirs~~, and executors, for the performance thereof; by which, in case of death, failure, or disappointment, they or their administrators are not at liberty to withdraw their engagement. The following plan, therefore, is presumed will remedy that inconvenience, and be equally beneficial on both sides. As no coachmaker could afford to build, and be obliged to receive a carriage after one or two years hire, without having a greater price than if it was to continue five or six, yet the payment may be so proportioned that the carriage may be given up at any time, and the coachmaker be as well remunerated as if it had been continued. For example, if the carriage is hired for one year only, one-half its cost, with the attending expence of keeping it in repair, should be paid. If two years, one-third; if three, one-fourth; if four, one-fifth; and so on for any length of time, which is allowing the carriage to be worth to the builder the amount for one year's hire when returned. The following table shews the proper manner to rate it, and what the hire should be charged from one to six years, supposing the cost of the carriage to be 160l.

The time engaged for -	One year.	Two years.	Three years	Four years.	Five years.	Six years.
The cost of the carriage	160	160	160	160	160	160
The expence for repairs	4	8	16	24	32	39
The value of the wheels computed at one set per year - - - -		12	24	36	48	60
* The total amount - -	164	180	200	220	240	259
The price to be paid for the hire according to the number of years engaged for at per year - - - - - -	82	60	50	44	40	37
The prices to be paid per year, if engaged from year to year - - -	82	38	30	26	24	22

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* Divide each total amount by one more than the number of years the carriage may be engaged for. If one, divide by two; if two, by three; if three, by four; if four, by five; and if five, by six; and that will give the exact amount of the hire for any length of time it may be engaged.

The Cost of the Carriage-wheels and Repairs for each Year.

No builder ought to let a carriage to hire for less than he would have received for it if sold; and, though it is impossible to say what the exact costs may be attending the repairs and wheels, yet, on a moderate computation, it is presumed the above table will be found nearly correct: however, it is a sufficient guide to make out a statement from.

If any other expences than what are here stated should by desire occur, such as new painting, new hammer-cloths, &c. add the amount thereof to the amount of that year in which they were done, and divide as before-mentioned the expence, leaving one moiety for the improvement to the carriage.

For example, if, in the third year, new hammer-cloth, holders, and painting, should be required, and the amount be 25l. add that sum to 200l. making, for three years hire per year, 56l. 5s.; for four years hire, 49l.; for five years, 44l. 5s.; and for six years hire, 40l. 11s. 5d.

Those carriages which are hired for a shorter period than a year, such as per month, week, or day, have also advanced in the price; but the longer it is engaged for, the more reasonable it can be afforded. If for six months, 25 guineas; for one month, 5 guineas; for one week, 1l. 11s. 6d.; and for a single day, 5 shillings. The charges are generally the same for any description of carriage, whether coach, chariot, chaise, or phæton, although the wear and expence is considerably greater on the one than the other; yet, as the light open carriages can only be used one half the year, and the others all the year round, the difference may be accounted for. Old carriages let in common for one guinea per week.

SECT. XXI.

On purchasing second-hand, or new Carriages, which are built upon Speculation.

The encouragement given by the public to repositories has induced many persons no way connected with the trade, to speculate in supplying them with articles of the most abominable kind, and which may properly be termed gingerbread carriages; and now that a change has taken place in the fashion, a fresh opportunity presents itself for vending their gay-painted trash; and though many has bought experience from those places, yet a caution is necessary to prevent those who have not yet been taken in by them.

Those places are principally supplied by persons working in garrets or kitchens, who vamp any thing up for sale that can safely go in and out of the repository without failure; and many old carriages, which ought to be broke up, are dressed up in a fashionable style, and frequently sold there for as much as would have purchased a new one from a coach-maker.

The facility with which gentlemen are supplied induces them to attend those places; but, as caution is necessary, none should purchase from them but under the recommendation of a respectable tradesman, in particular those new-fashioned fitted-up carriages.

Gentlemen, likewise, who are unacquainted with the fraudulent practice of those places, are induced to send their old carriages there for sale; but, unless such a price is put on them as the repository keeper thinks will put an extraordinary profit in his pocket, it may stand till the expence thereof amounts to its value, when it comes into his hands without his advancing a shilling from his own pocket; as their own stock, or that of their regular customers, are always certain of having the best recommendation, although not half the value of the others.

It may appear incredible, but can be affirmed on oath, if desired, that carriages to a superficial observer shall appear alike in every respect, and one shall cost nearly double the sum which the other did. Hence arises the opinion, that the repositories are cheaper than the manufacturers; but the one having credit to preserve, builds of good materials: the other deals for ready money only, and mostly sells his goods and customers at one time.

Those practices has induced the author of this work to propose, both to the gentry and trade, to send him a description of whatever carriages they may have on hand for sale; and, upon application to him for any particular sort of carriage, a reference shall immediately be given to the owners thereof, so that the parties may treat with each other, and both probably be suited, by which means those impositions may be avoided, and both the sale and purchase made with more facility than by any other means.

THE END.

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